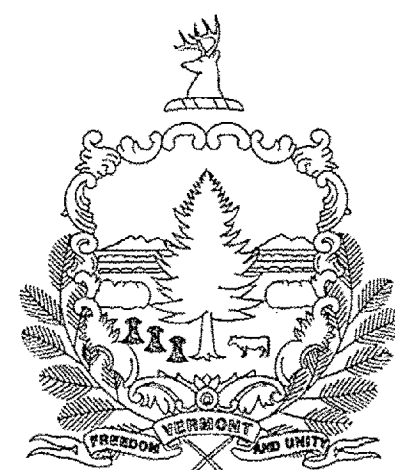


STATE OF VERMONT
AGENCY OF TRANSPORTATION

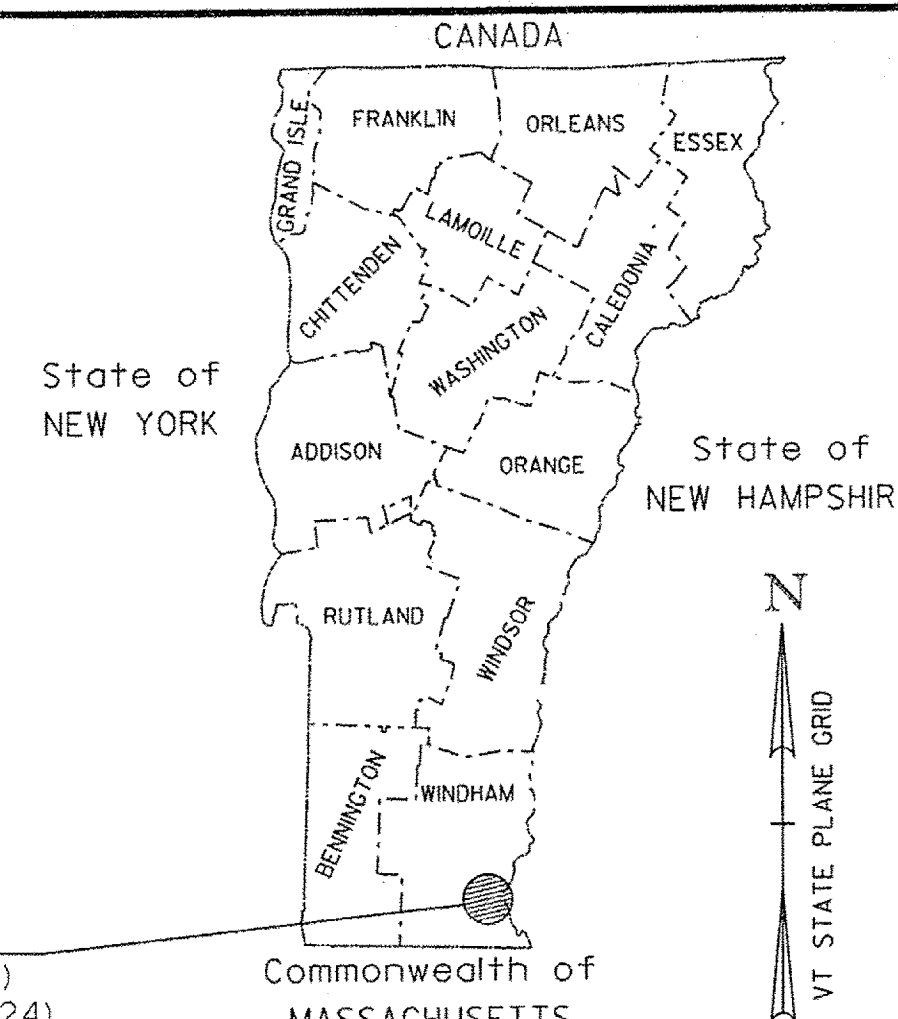


PROPOSED IMPROVEMENT
TOWN OF BRATTLEBORO
COUNTY OF WINDHAM
US ROUTE 5, VT ROUTE 119,
VT ROUTE 142 & VT ROUTE 30

INDEX OF SHEETS
SEE SHEET 2

BRATTLEBORO STP 2623(1)
SEE SHEET 7 FOR ADDITIONAL
PROJECT INFORMATION AND THE
SUPERPAVE DESIGN CRITERIA.

BRATTLEBORO STP 2000(24)
SEE SHEET 87 FOR ADDITIONAL
PROJECT INFORMATION.



PROJECT LOCATION
BRATTLEBORO STP 2623(1)
BRATTLEBORO STP 2000(24)

RECORD PLANS

CONTRACTOR: LANE CONSTRUCTION CORPORATION - BERLIN, VT

RESIDENT ENGINEER: CHRIS BARKER

CONSTRUCTION BEGAN: JULY 5, 2010

CONSTRUCTION COMPLETE: AUGUST 29, 2011

RECORD PLANS BY: C. BARKER & JENNA HYDE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *Chris Barker* RESIDENT ENGINEER

DATE: 01/26/15

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

BEGIN BRATTLEBORO STP 2000(24)
US 5
STA A 7+65.00
(MM 2.105)

END BRATTLEBORO STP 2000(24)
US 5
STA 128+25.00 NB
(MM 2.429)
STA 221+63.83 SB
(MM 2.304)

END BRATTLEBORO STP 2623(1)
VT 30
STA 17+60.00
(MM 0.333)

BEGIN BRATTLEBORO STP 2623(1)
US 5
STA 57+40.00
(MM 1.087)

END BRATTLEBORO STP 2000(24)
VT 142
STA 112+70.00
(MM 2.134)
BEGIN BRATTLEBORO STP 2623(1)
VT 142
STA 58+19.00
(MM 1.102)

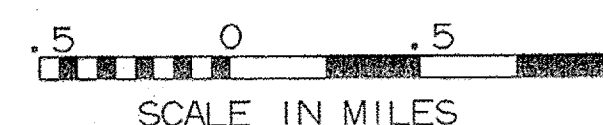
END BRATTLEBORO STP 2000(24)
VT 119
STA 42+50.00
(MM 0.048)

END BRATTLEBORO STP 2623(1)
VT 119
STA 45+00.00
(MM 0.095)

END BRATTLEBORO STP 2623(1)
US 5
STA 157+97.00
(MM 2.992)

CONVENTIONAL SYMBOLS

COUNTY LINE	COUNTY LINE
TOWN LINE	TOWN LINE
LIMITS OF ACCESS	
POINT OF ACCESS	X
FENCE LINE	X - X - X - X -
STONE WALL	o - o - o - o - o - o - o - o -
TRAVELED WAY	o - o - o - o - o - o - o - o -
GUARD RAIL	o - o - o - o - o - o - o - o -
RAILROAD	o - o - o - o - o - o - o - o -
SURVEY LINE	o - o - o - o - o - o - o - o -
CULVERT	o - o - o - o - o - o - o - o -
POWER POLE	o - o - o - o - o - o - o - o -
TELEPHONE POLE	o - o - o - o - o - o - o - o -
TREES	o - o - o - o - o - o - o - o -
CONTROL OF ACCESS	o - o - o - o - o - o - o - o -
PROPERTY LINE	o - o - o - o - o - o - o - o -
R.O.W. TAKING LINE	o - o - o - o - o - o - o - o -
SLOPE RIGHTS	o - o - o - o - o - o - o - o -
TOP OF CUT	o - o - o - o - o - o - o - o -
TOE OF SLOPE	o - o - o - o - o - o - o - o -



 FOR PROJECT STP 2623(1)	
 FOR PROJECT STP 2000(24) SHEETS 87 TO 113 AND SHEETS 131 TO 163	
 FOR PROJECT STP 2000(24) SHEETS 112 TO 115 AND SHEETS 121 TO 130	

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

UNLESS OTHERWISE NOTED, ALL DRAWING AND DETAILS ON THE PLANS ARE DRAWN "NOT TO SCALE".

RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSES.

DIRECTOR OF PROJECT DEVELOPMENT
APPROVED: *Richard F. Stewart* DATE: 4-16-10

PROJECT MANAGER: MICHAEL FOWLER

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)
STP 2000(24)

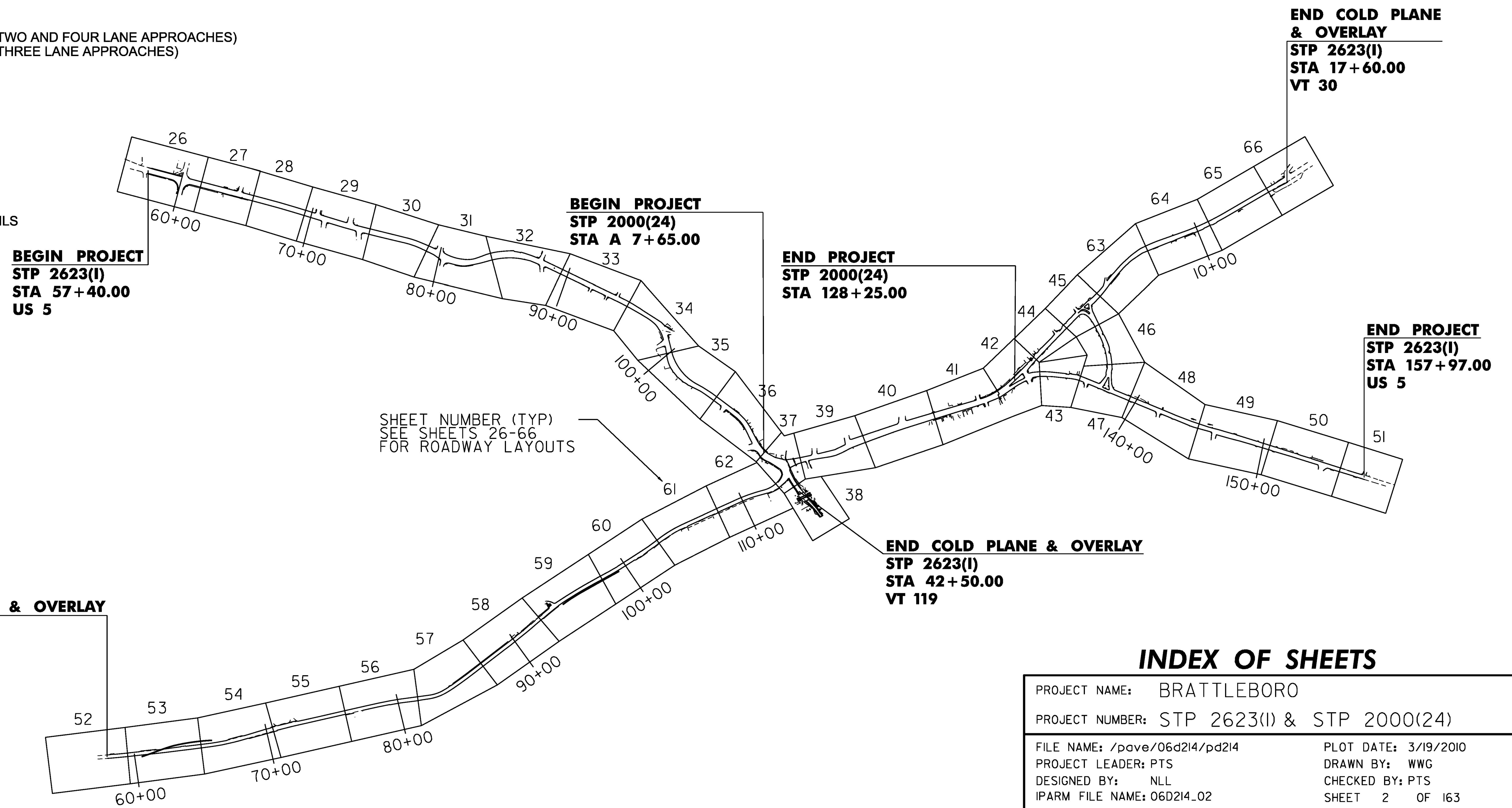
SHEET 1 OF 163 SHEETS

INDEX OF STANDARD PLANS

STD	DATE	DESCRIPTION
B-71	7/8/2005	RESIDENTIAL AND COMMERCIAL DRIVES
C-2A	10/14/2005	PORTLAND CEMENT CONCRETE SIDEWALK, DRIVE ENTRANCES WITH SIDEWALK ADJACENT TO CURB
C-2B	10/14/2005	PORTLAND CEMENT CONCRETE SIDEWALK, DRIVE ENTRANCES WITH SIDEWALK AND GREEN STRIP
C-3A	3/10/2008	SIDEWALK RAMPS
C-3B	3/10/2008	SIDEWALK RAMPS AND MEDIAN ISLANDS
C-10	2/11/2008	CURBING
D-3	6/1/1994	TREATED GUTTERS
D-9	6/1/1994	REINFORCED CONCRETE DROP INLET TOPS - VERTICAL CURB & THROAT ADAPTER
D-15	6/1/1994	PRECAST REINF. CONC. CATCH BASIN W/CAST IRON GRATE, PRECAST REINF. CONC. MANHOLE W/ CAST IRON COVER, CAST IRON GRATE WITH FRAME, TYPE D - CAST IRON GRATE WITH FRAME, TYPE E
D-16	6/1/1994	PRECAST CURB DI, GRATE, RCP END SECTION, ETC. - CAST IRON GRATE,TYPE B - CAST IRON GRATE,TYPE C - UNDERDRAIN RISER - REINFORCED CONCRETE PIPE END SECTION - ENERGY DISSIPATOR FOR CULVERT
D-20	3/3/2003	HIGHWAY CROSSING FOR UNDERGROUND UTILITIES
E-100A	1/2/2004	SIDE ROAD CONSTRUCTION APPROACH SIGNS
E-101	5/30/2003	CONSTRUCTION SIGN DETAILS
E-102	6/30/2003	CONSTRUCTION SIGN DETAILS
E-102A	5/1/2004	CONSTRUCTION SIGN DETAILS
E-103	3/1/2004	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED
E-106	3/1/2004	TRAFFIC CONTROL MISCELLANEOUS DETAILS
E-107	6/30/2003	DELINEATION, BARRICADES AND DETOURS FOR U-TURNS ON DIVIDED HIGHWAY
E-108	6/8/2009	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS
E-108A	6/8/2009	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS FOR PAVING
E-110	8/8/1995	MAJOR MAINTENANCE OPERATION LANE CLOSURE
E-111	3/11/1997	MINOR MAINTENANCE OPERATION
E-119	3/1/2004	UTILITY WORK ZONE
E-120	8/8/1995	STANDARD SIGN PLACEMENT - EXPRESSWAY AND FREEWAY
E-121	8/8/1995	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
E-123	3/16/2004	GUIDE SIGN PLACEMENT - MISCELLANEOUS DETAILS
E-126	2/1/2000	TYPICAL FREEWAY INTERCHANGE SIGNING
E-130	8/8/1995	TYPE "B" GUIDE SIGN ATTACHMENT DETAILS
E-133	8/8/1995	SERVICE SIGN DETAILS
E-135	8/18/1995	INTERSTATE ROUTE MARKER SIGN DETAIL
E-136A	8/8/1995	U.S. ROUTE MARKER SIGN DETAILS
E-136B	8/8/1995	STATE ROUTE MARKER SIGN DETAILS
E-138	5/30/2003	MILEMARKER DETAILS - STATE AND TOWN HIGHWAYS
E-140	8/30/1996	REGULATORY SIGN DETAILS
E-141	9/20/1995	REGULATORY SIGN DETAILS
E-142	9/20/1995	REGULATORY SIGN DETAILS
E-143	6/15/2004	REGULATORY SIGN DETAILS
E-144	3/29/1999	REGULATORY SIGN DETAILS
E-145A	12/23/1994	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS (TWO AND FOUR LANE APPROACHES)
E-145B	12/23/1994	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS (THREE LANE APPROACHES)
E-146	9/20/1995	REGULATORY SIGN DETAILS
E-150	5/1/2004	WARNING SIGN DETAILS
E-152	5/1/2004	WARNING SIGN DETAILS
E-153	5/1/2004	WARNING SIGN DETAILS
E-153B	5/30/2003	WARNING SIGN DETAILS
E-154	5/1/2004	WARNING SIGN DETAILS
E-155	5/1/2004	WARNING SIGN DETAILS
E-164	6/8/2009	SQUARE STEEL SIGN POST
E-170	11/4/1999	TRAFFIC CONTROL SIGNALS PEDESTAL POST MOUNTED
E-171A	8/9/1995	TRAFFIC CONTROL SIGNALS GENERAL NOTES & DETAILS
E-171B	8/9/1995	TRAFFIC CONTROL SIGNALS MISC. DETAILS
E-171C	8/9/1995	TRAFFIC CONTROL SIGNALS CANTILEVER MOUNTING DETAILS
E-172	8/9/1995	PED. PUSH BUTTON ACCESSIBILITY DETAIL
E-173	8/9/1995	VEHICLE DETECTOR LOOP DETAILS
E-175	8/9/1995	PULLBOXES AND JUNCTION BOXES
E-190	6/8/2009	POWER DROP STANCHIONS
E-191	6/30/2003	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS
E-192	2/1/1999	PAVEMENT MARKING DETAILS
E-193	10/12/2000	PAVEMENT MARKING DETAILS
E-197	8/18/1995	PAVEMENT MARKING DETAILS
E-198	4/1/2005	DELINEATOR PLACEMENT TYPICAL
J-2	4/1/2005	FREEWAY-EXPRESSWAY DELINEATORS AND MILEPOSTS
	6/1/1994	CONCRETE STEPS-HAND RAILING

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2	COMPOSITE INDEX OF SHEETS	88	TITLE SHEET
3-6	COMPOSITE QUANTITY SHEETS	89-90	TYPICAL SECTIONS
		91	QUANTITY SHEETS
		92	ITEM DETAIL AND DRAINAGE SHEET
		93-96	EARTHWORK SHEET
7	BRATTLEBORO STP 2623(1)	97-101	TIE SHEETS
8	TITLE SHEET	102-106	CURB TIE AND LAYOUT SHEETS
9-10	TIE SHEET	107-111	ROADWAY LAYOUTS
11	PROJECT TYPICALS	112	DETAIL GRADING PLANS
12	ASPHALTIC PLUG-TYPE JOINT DETAIL SHEET	113	EROSION CONTROL NARRATIVE
13-14	PAVEMENT MARKING DETAILS	114-115	EPSC EROSION CONTROL LEGEND
15	SIDEWALK DETAILS	116-120	EPSC EROSION CONTROL DETAILS
16	VEHICLE LOOP DETECTOR	121-125	EPSC EXISTING CONDITIONS PLANS
17	VIDEO DETECTION SYSTEM	126-130	EPSC CONSTRUCTION SITE PLANS
18-20	VT 142 RAILROAD GRADE CROSSING	131-133	EPSC FINAL CONDITIONS PLANS
21	QUANTITY SHEETS	134-135	BORING LAYOUTS
22-24	HANDWORK DETAIL	136-140	BORING LOGS
25	ITEM DETAIL SUMMARY SHEETS	141-148	SIGNING LAYOUTS
26-66	DITCH CLEANING SHEET	149	TRAFFIC SIGN SUMMARY SHEETS
67-85	ROADWAY LAYOUTS	150-159	INTENTIONALLY LEFT BLANK
86	TRAFFIC SIGN SUMMARY SHEETS	160-162	TRAFFIC SIGNAL SHEETS
	TEMPORARY TRAFFIC CONTROL PLAN	163	TRAFFIC MANAGEMENT PLANS
			CROSS SECTIONS AT MAST ARMS



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PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I) & STP 2000(24)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_02
PLOT DATE:	3/19/2010
DRAWN BY:	WWG
CHECKED BY:	PTS
SHEET	2 OF 163

COMPOSITE QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES			
STP 2623(1)					STP 2000(24)					GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS	ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS										
					2					2		EACH	REMOVING MEDIUM TREES	201.15	-			
	15				1					16		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	2			
	150				400					550		CY	COMMON EXCAVATION	203.15	29			FOR INDIVIDUAL PROJECT BREAKDOWN SEE SHEETS 18-20 AND 89-90
	50				200					250		CY	SOLID ROCK EXCAVATION	203.16	13.7			
					90					90		CY	TRENCH EXCAVATION OF EARTH	204.20	8			
					15					15		CY	TRENCH EXCAVATION OF ROCK	204.21	1			
	1				1					2		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-			
					45					45		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	5			
	79800									79800		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	56			
					200					200		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26	25			
	250									250		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	26.8			
					150					150		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	13			
	250									250		TON	AGGREGATE SHOULDERS, RAP	402.13	8			
	340				1					341		CWT	EMULSIFIED ASPHALT	404.65	9			
	1				1					2		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
	9900									9900		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	34			
	1									1		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-			
			50							50		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	3			
	35									35		LF	METAL HAND RAILING	525.15	2.1			
	3									3		CY	CONCRETE, CLASS B	541.25	0.4			
			50							50		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	-			
					55					55		LF	8" CPEP(SL)	601.2603	4			
					5					5		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20	-			
	16									16		EACH	CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES	604.40	-			
	64									64		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-			
	63				7					70		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-			
	60									60		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III	604.418	-			
	39									39		EACH	CHANGING ELEVATION OF SEWER MANHOLES	604.42	-			
					5					5		EACH	CAST IRON COVER WITH FRAME	604.55	-			
	30									30		HR	POWER GRADER RENTAL	608.15	3			
	95									95		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.			
	25									25		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.			
	55									55		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.			
	95									95		HR	TRUCK RENTAL	608.37	EST.			
	95									95		HR	LOADER RENTAL, TYPE I	608.40	EST.			

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I) & STP 2000(24)
 FILE NAME: /pave/06d214/pd214 PLOT DATE: 05-APR-2010
 PROJECT LEADER: PTS DRAWN BY: WWC
 DESIGNED BY: NLL CHECKED BY: PTS/NLL
 IPARM FILE NAME: 06D214_03 SHEET 3 OF 163

COMPOSITE QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES		
STP 2623(1)					STP 2000(24)					GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS		
ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS	ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS												
								1		1		MGAL	DUST CONTROL WITH WATER	609.10	EST.					
								1.25		1.25		TON	DUST AND ICE CONTROL WITH CALCIUM CHLORIDE	609.15	0.13					
																		FOR INDIVIDUAL PROJECT BREAKDOWN SEE SHEETS 18-20 AND 89-90		
										100		CY	STONE FILL, TYPE I	613.10	EST.					
										230	400	LF	VERTICAL GRANITE CURB	616.21	54					
										95	300	LF	PRECAST REINFORCED CONCRETE CURB, TYPE B	616.26	37					
										65	500	LF	REMOVING AND RESETTING CURB	616.40	30					
										40	650	LF	REMOVAL OF EXISTING CURB	616.41	51					
											70	TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	9					
										470	1100	SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	72.2					
										830	230	SF	DETECTABLE WARNING SURFACE	618.30	17					
										164		EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-					
										4000	625	HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.					
										10975	475	HR	FLAGGERS	630.15	EST.					
										80		HR	FLAGGERS, RAILROAD	630.20	-					
								0.5				LS	FIELD OFFICE, ENGINEERS	631.10	-					
								0.5				LS	TESTING EQUIPMENT, CONCRETE	631.16	-					
								0.5				LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-					
								1950				DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-					
											620	HR	EMPLOYEE TRAINEESHIP	634.10	EST.					
										0.5	0.5	LS	MOBILIZATION/DEMOBILIZATION	635.11	-					
											1	LS	TRAFFIC CONTROL (STP 2000(24))	641.10	-					
											1	LS	TRAFFIC CONTROL (STP 2623(1))	641.10	-					
										0.50	0.50	LS	PUBLIC RELATIONS OFFICER	641.12	-					
										7	6	EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-					
										20900		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	164					
										39200		LF	DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA	646.406	125					
										19200		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	103					
										19400		LF	DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA	646.416	59					
										350		LF	DURABLE 8 INCH WHITE LINE, THERMOPLASTIC	646.442	7					
										30		LF	DURABLE 8 INCH YELLOW LINE, THERMOPLASTIC	646.452	3					
										900		LF	DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE	646.487	-					
										311		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-					
										2525		LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	15					
										4		EACH	DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC	646.512	-					
										120900		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	282					
										78600		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	184					
										1000		LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	25					
										700		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	14					
										60		LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.652	6					
										2020		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	6					

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(1) & STP 2000(24)
 FILE NAME: /pave/06d214/pd214 PLOT DATE: 09-APR-2010
 PROJECT LEADER: PTS DRAWN BY: WWC
 DESIGNED BY: NLL CHECKED BY: PTS/NLL
 IPARM FILE NAME: 06D214_04 SHEET 4 OF 163

COMPOSITE QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES		
STP 2623(1)				STP 2000(24)				GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS		
ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS	ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL										FULL C.E. ITEMS	
									311		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-				
									5050		LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	30				
									8		EACH	TEMPORARY RAILROAD CROSSING SYMBOL, PAINT	646.712	-				
									1550		EACH	LINE STRIPING TARGETS	646.76	31				
									600		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	-				
									300		SY	GEOTEXTILE UNDER STONE FILL	649.31	-				
									300		SY	GEOTEXTILE FOR SILT FENCE	649.51	16				
									35		LB	SEED	651.15	EST.				
											LB	SEED, WINTER RYE	651.17	EST.				
									255		LB	FERTILIZER	651.18	EST.				
									1		TON	AGRICULTURAL LIMESTONE	651.20	EST.				
									1		TON	HAY MULCH	651.25	EST.				
									25		CY	TOPSOIL	651.35	0.7				
											LS	EPSC PLAN	652.10	-				
											HR	MONITORING EPSC PLAN	652.20	EST.				
											LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30	-				
									950		SY	TEMPORARY EROSION MATTING	653.20	43				
											EACH	INLET PROTECTION DEVICE, TYPE I	653.40	-				
											LF	PROJECT DEMARCATION FENCE	653.55	39				
											LS	TREE PROTECTION	656.85	-				
									980	369	SF	TRAFFIC SIGNS, TYPE A	675.20	15.99				
									2000	717	LF	FLANGED CHANNEL SIGN POST	675.301	5.17				
									240		LB	TUBULAR STEEL SIGN POST	675.33	17.2				
										37	LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-				
									2		EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-				
									271	87	EACH	REMOVING SIGNS	675.50	-				
									60	27	EACH	ERECTING SALVAGED SIGNS	675.60	-				
										1	EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ ELLIOT STREET)	678.15	-				
										1	EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ FLAT STREET)	678.15	-				
										1	EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ HIGH STREET)	678.15	-				
										1	EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ VT ROUTES 142 & 119)	678.15	-				
									600		LF	VEHICLE LOOP DETECTOR	678.22	15				
										175	LF	WIRED CONDUIT (2 1/2")PVC)	678.23	13				
										1650	LF	WIRED CONDUIT (2")PVC)	678.23	48				
										45	LF	WIRED CONDUIT (3")PVC)	678.23	41				
										14	EACH	PULL BOX, STANDARD	678.25	-				
										3	EACH	JUNCTION BOX	678.26	-				
									860		LF	ELECTRICAL CONDUIT SLEEVE (8")PVC)	678.30	-				
										1	EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ ELLIOT STREET)	678.40	-				
										1	EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ FLAT STREET)	678.40	-				

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(1) & STP 2000(24)
 FILE NAME: /pave/06d214/pd214 PLOT DATE: 14-APR-2010
 PROJECT LEADER: PTS DRAWN BY: WWC
 DESIGNED BY: NLL CHECKED BY: PTS/NLL
 IPARM FILE NAME: 06D214_05 SHEET 5 OF 163

COMPOSITE QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES		
STP 2623(1)					STP 2000(24)					GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS		
ROADWAY	TRAINING	BRIDGE NO. 7	FULL C.E. ITEMS	ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS												
					1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ HIGH STREET)	678.40	-					
										1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-					
					25					25		EACH	SPECIAL PROVISION (PARKING METER POST)	900.620	-					
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ ELLIOT STREET)	900.620	-					
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ FLAT STREET)	900.620	-					
					1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ HIGH STREET)	900.620	-					
					1					1		EACH	SPECIAL PROVISION (REMOVE AND RESET USPS MAILBOX)	900.620	-					
					29					29		EACH	SPECIAL PROVISION (REMOVE PARKING METER POST)	900.620	-					
					1					1		EACH	SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM)(VT ROUTE 142 @ TH 496)	900.620	-					
					1					1		LS	SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142-AARDOT 247-380U)	900.645	-					
					1					1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(VT ROUTE 142-AARDOT 247-380U)	900.645	-					
					1010					1010		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	9.3					

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(1) & STP 2000(24)
 FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214_06
 PLOT DATE: 20-APR-2010
 DRAWN BY: WWC
 CHECKED BY: PTS/NLL
 SHEET 6 OF 163

STATE OF VERMONT AGENCY OF TRANSPORTATION

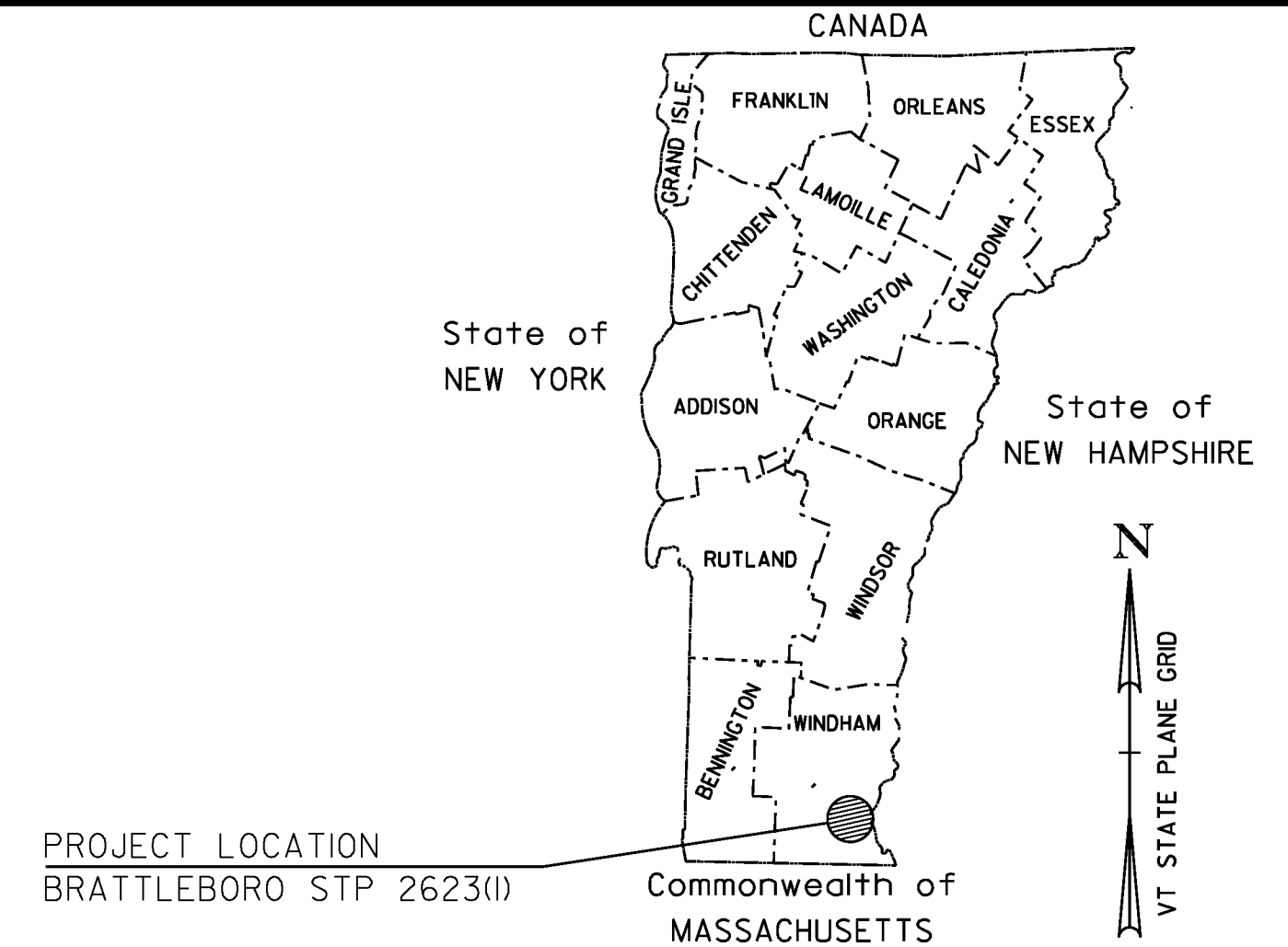


PROPOSED IMPROVEMENT TOWN OF BRATTLEBORO COUNTY OF WINDHAM US ROUTE 5, VT ROUTE 119, VT ROUTE 142 & VT ROUTE 30

INDEX OF SHEETS
SEE SHEET 2

TRAFFIC DATA

LOCATION	AADT		DHV		ESALS	
	2010	2020	2010	2020	2010-2020	2010-2030
US 5						
BEGIN PROJECT TO FAIRGROUND RD	13,000	13,200	1300	1300	1,992,000	4,508,000
FAIRGROUND RD TO S. MAIN ST.	11,900	12,200	1200	1200	1,858,000	4,236,000
SOUTH MAIN ST. TO HIGH ST.	16,900	17,200	1700	1700	2,181,000	5,044,000
HIGH ST. TO LINDEN ST.	18,500	18,900	1800	1900	2,188,000	5,465,000
LINDEN ST. TO PARK PLACE	10,200	10,400	1000	1000	905,000	2,086,000
PARK PLACE TO END PROJECT	15,500	15,800	1500	1600	1,562,000	3,395,000
US 5 SOUTHBOUND						
PUTNEY RD TO APPROACH #1	9100	9300	900	920	720,000	1,668,000
APPROACH #1 TO APPROACH #2	11,200	11,500	1200	1200	3,273,000	6,619,000
APPROACH #2 TO VT 30/CHAPIN ST.	8200	8300	850	860	581,000	1,358,000
APPROACH #1						
PUTNEY RD TO PARK PLACE	3800	3900	380	390	387,000	903,000
APPROACH #2						
PARK PLACE TO VT 30	3100	3100	320	320	388,000	886,000
LINDEN ST						
PARK PLACE TO APPROACH #3	8600	8800	890	920	846,000	1,953,000
APPROACH #3						
APPROACH #3 TO US 5	6000	6200	620	650	615,000	1,439,000
LINDEN ST. TO US 5/WALNUT ST.	2600	2600	270	270	190,000	419,000
VT 30						
BEGIN PROJECT TO END PROJECT	6500	6700	730	760	935,000	2,150,000
VT 142						
BEGIN PROJECT TO MORNINGSIDE DR	1400	1400	180	180	863,000	1,787,000
MORNINGSIDE DRIVE TO BRIDGE ST.	2000	2100	210	220	866,000	1,870,000
BRIDGE ST. TO END PROJECT (US 5)	9300	9600	970	1000	1,644,000	3,774,000



US ROUTE 5: BEGINNING ON US ROUTE 5 IN BRATTLEBORO AT STATION 57+40.00 (MM 1.087) AND EXTENDING NORTHERLY ALONG US ROUTE 5 A DISTANCE OF 10,057.00 FEET (1.905 MILES) TO STATION 157+97.00 (MM 2.992) IN BRATTLEBORO.

US ROUTE 5 SB: BEGINNING ON US ROUTE 5 AT STATION 221+06.55 (MM 2.284) AND EXTENDING NORTHERLY ALONG US ROUTE 5 SB A DISTANCE OF 1,768.00 FEET (0.335 MILES) TO STATION 238+17.00 (MM 2.619)

VT ROUTE 119: BEGINNING ON VT ROUTE 119 AT STATION 40+00.00 (MM 0.000) AND EXTENDING WESTERLY ALONG VT ROUTE 119 A DISTANCE OF 500.00 FEET (0.095 MILES) TO STATION 45+00.00 (MM 0.095)

VT ROUTE 142: BEGINNING ON VT ROUTE 142 AT STATION 58+19.00 (MM 1.102) AND EXTENDING NORTHERLY ALONG VT ROUTE 142 A DISTANCE OF 5,623.00 FEET (1.065 MILES) TO STATION 114+42.00 (MM 2.167)

VT ROUTE 30: BEGINNING ON VT ROUTE 30 AT US ROUTE 5 SB AT STATION 0+00.00 (MM 0.000) AND EXTENDING NORTHERLY ALONG VERMONT ROUTE 30 A DISTANCE OF 1760.00 FEET (0.333 MILES) TO STATION 17+60.00 (MM 0.333)

PROJECT DATA	FROM	TO
US ROUTE 5	STA 57+40.00 (MM 1.087)	STA 157+97.00 (MM 2.992)
US ROUTE 5 SB	STA 221+06.55 (MM 2.284)	STA 238+17.00 (MM 2.619)
VT ROUTE 119	STA 40+00.00 (MM 0.000)	STA 45+00.00 (MM 0.095)
VT ROUTE 142	STA 58+19.00 (MM 1.102)	STA 114+42.00 (MM 2.167)
VT ROUTE 30	STA 0+00.00 (MM 0.000)	STA 17+60.00 (MM 0.333)
LENGTH OF ROADWAY	= 19,650.45 FEET (3.722 MILES)	
LENGTH OF PROJECT	= 19,650.45 FEET (3.722 MILES)	

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM (OR LEVELING) COURSE, WEARING COURSE, NEW PAVEMENT MARKINGS, SIDEWALK, SIGNS AND INCIDENTAL ITEMS AS SHOWN IN THE PROJECT QUANTITIES.

BEGIN BRATTLEBORO STP 2623(1)

**US 5
STA 57+40.00
(MM 1.087)**

END BRATTLEBORO STP 2623(1)

**VT 30
STA 17+60.00
(MM 0.333)**

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	3,309,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER	SEE SECTION 490 GENERAL SPECIAL PROVISIONS

BEGIN BRATTLEBORO STP 2623(1)

**VT 142
STA 58+19.00
(MM 1.102)**

END BRATTLEBORO STP 2623(1)

**US 5
STA 157+97.00
(MM 2.992)**

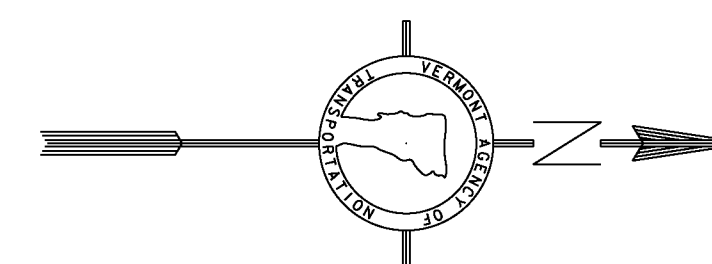
END BRATTLEBORO STP 2623(1)

**VT 119
STA 45+00.00
(MM 0.095)**



CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

UNLESS OTHERWISE NOTED, ALL DRAWING AND DETAILS ON THE PLANS ARE DRAWN "NOT TO SCALE".

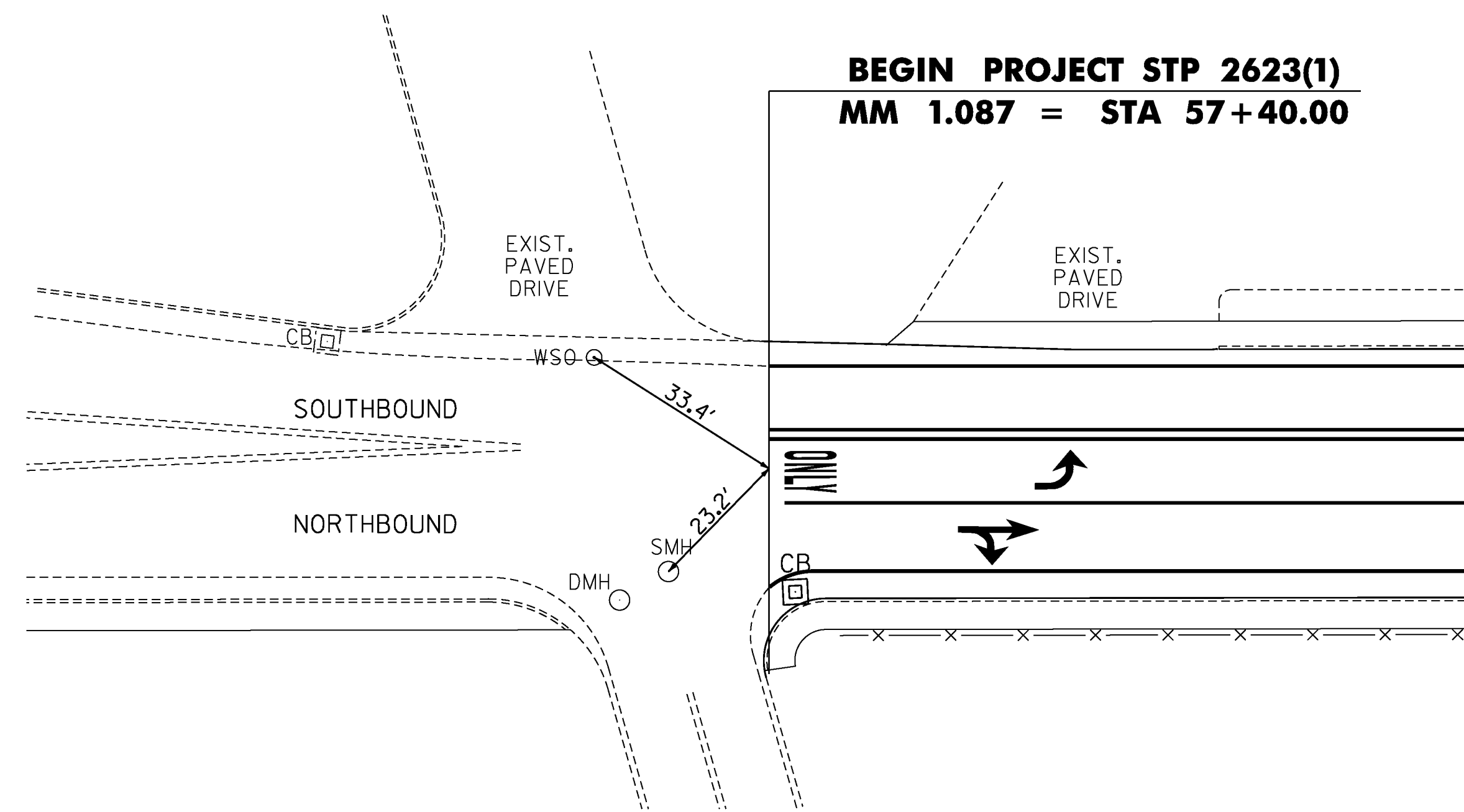
RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSES.

PROJECT MANAGER : MICHAEL FOWLER

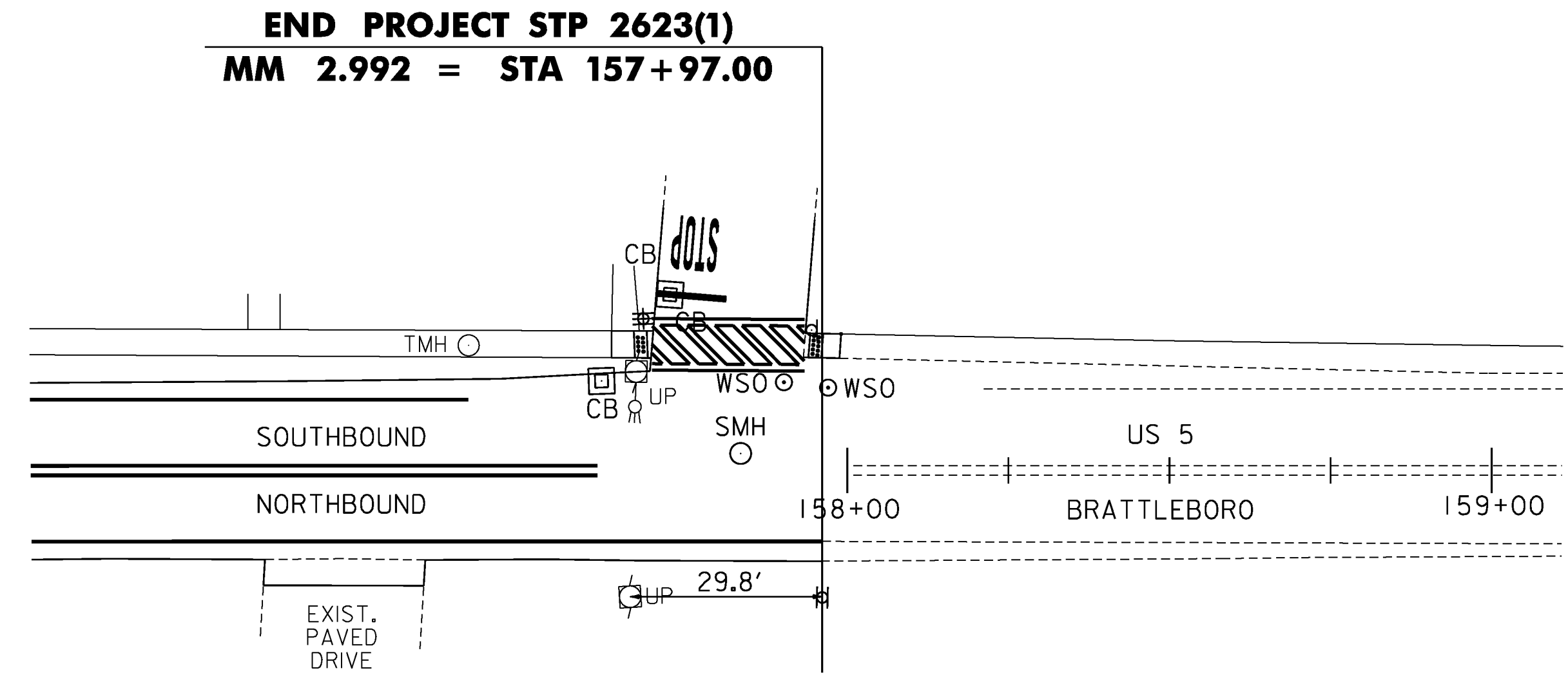
PROJECT NAME : BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

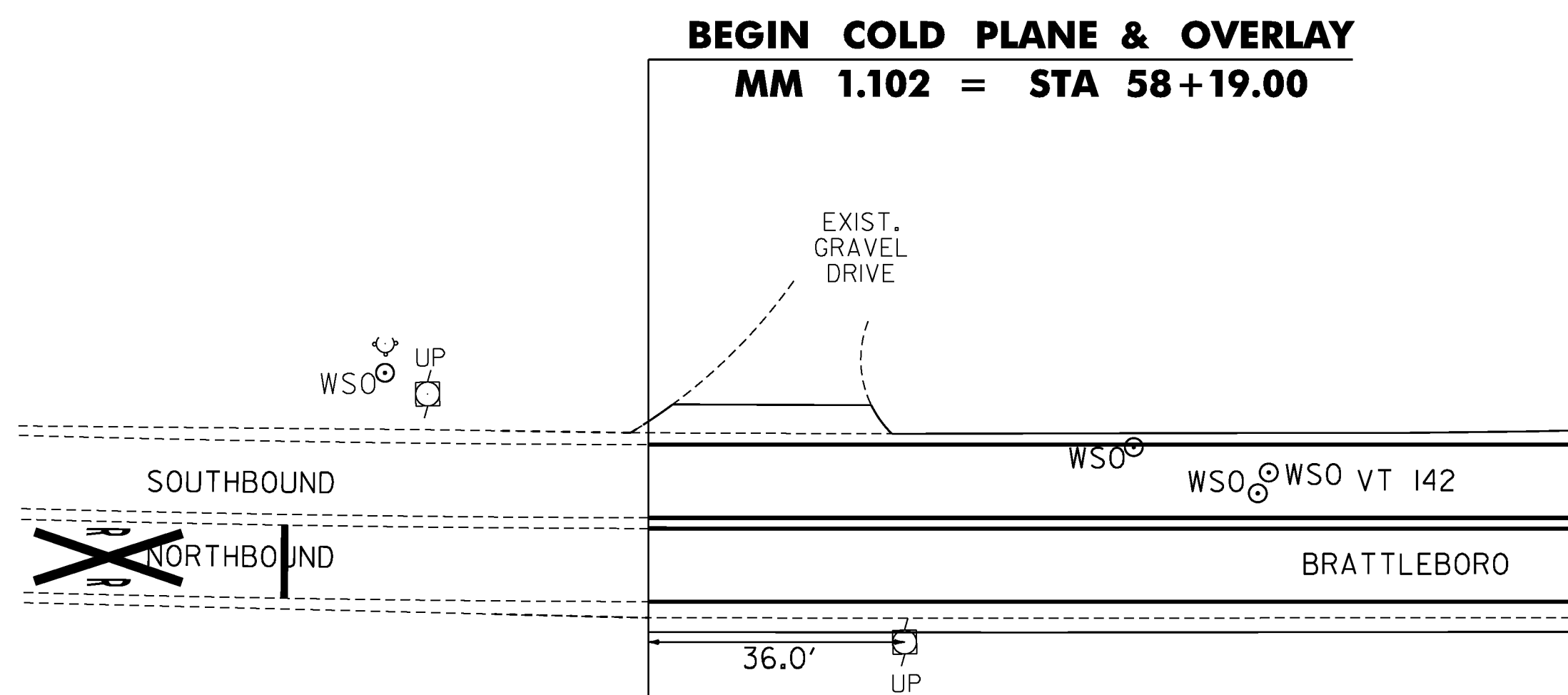
SHEET 7 OF 163 SHEETS



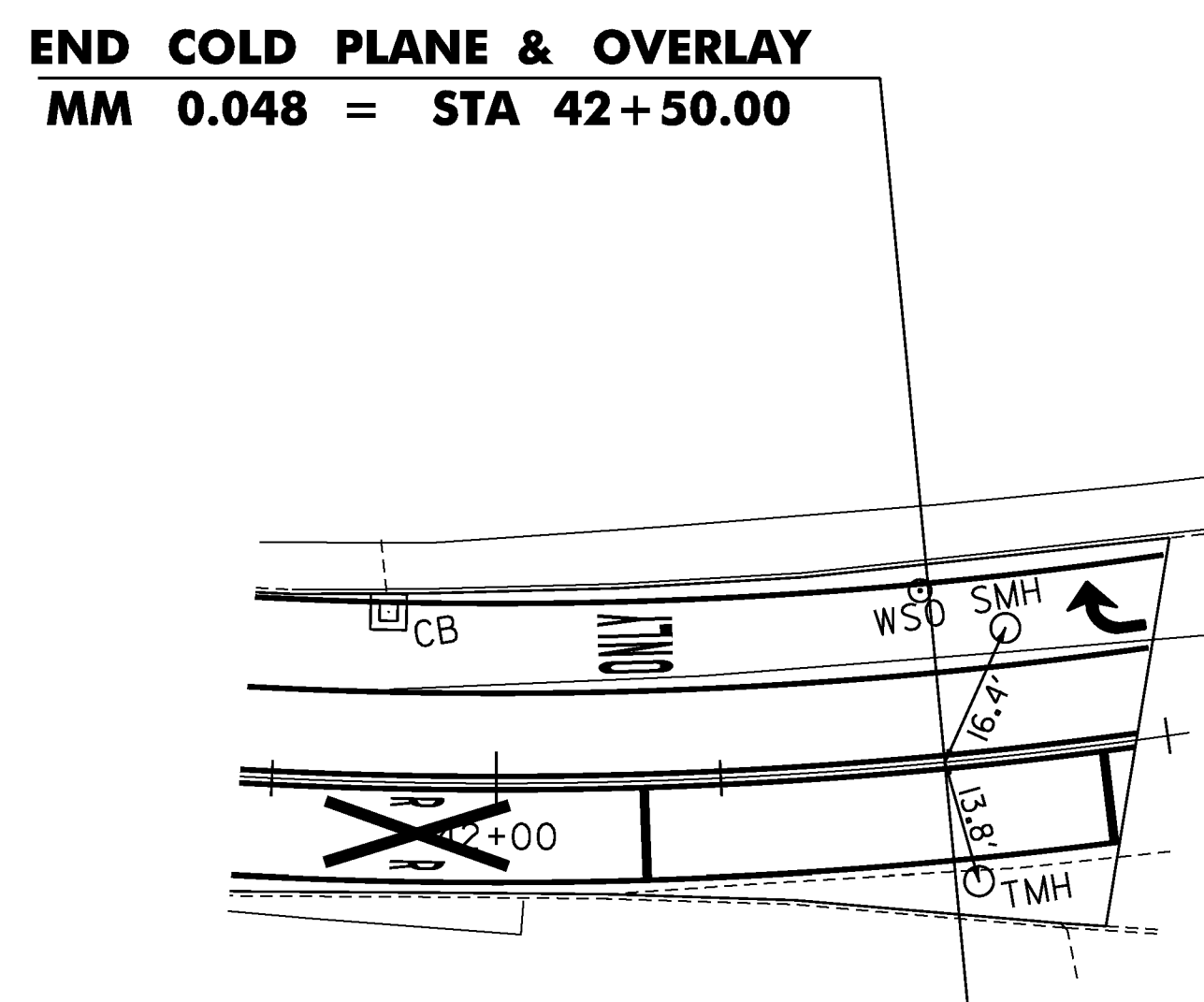
**US 5
BEGIN PROJECT**



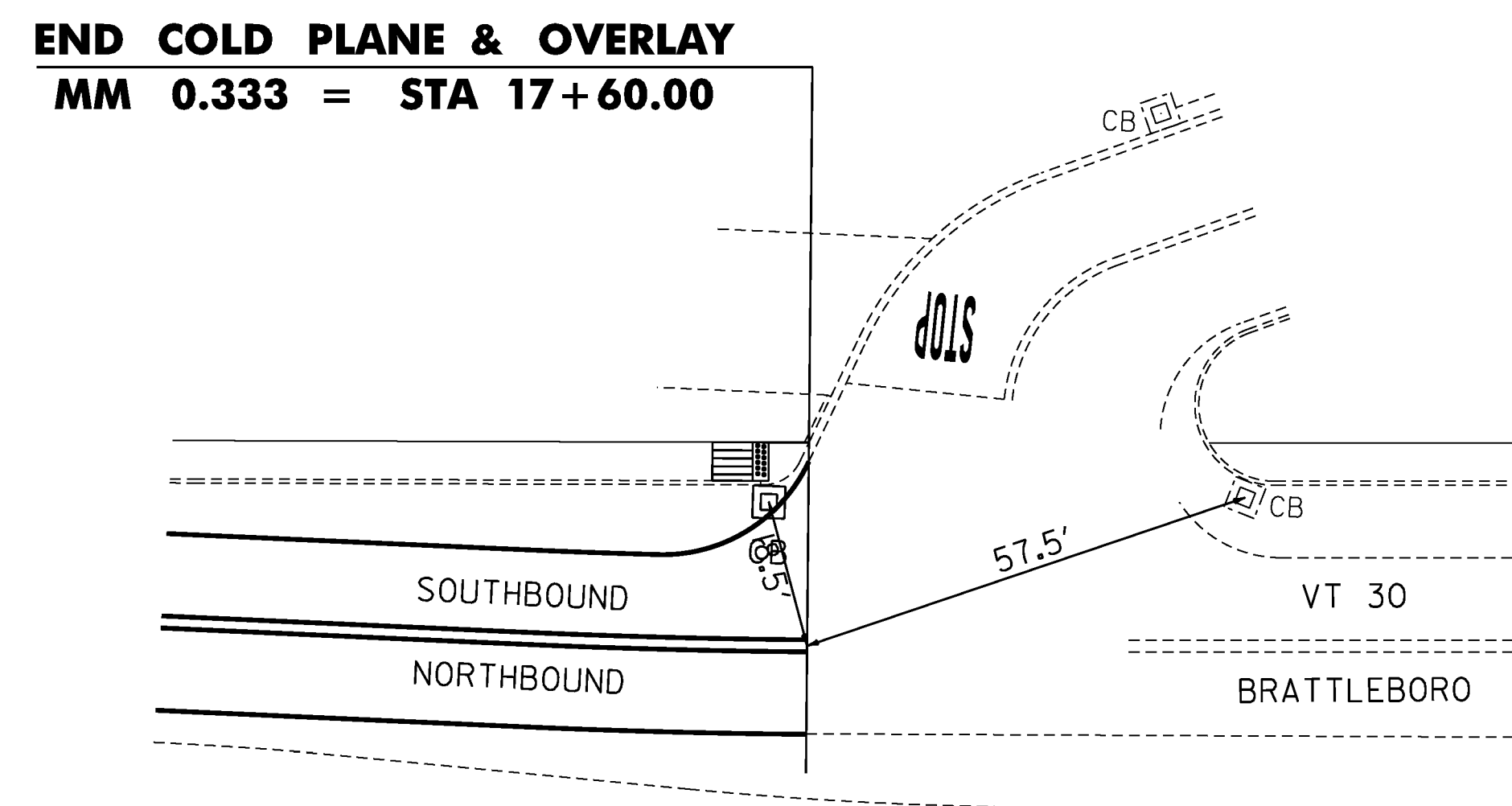
**US 5
END PROJECT**



**VT 142
STP 2623(1)**



**VT 119
STP 2623(1)**



**VT 30
STP 2623(1)**

TIE SHEET

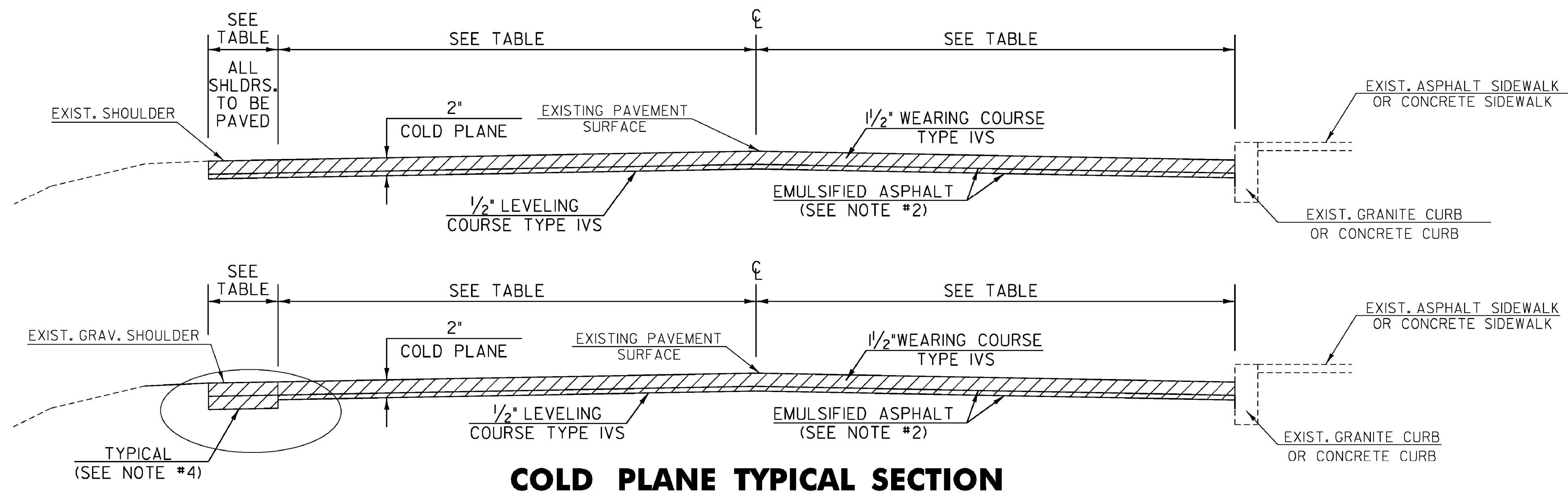
PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(1)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_08	SHEET 8 OF 163

MODEL: Default

CLD_08-0324_z06D0214.dgn

GENERAL NOTES

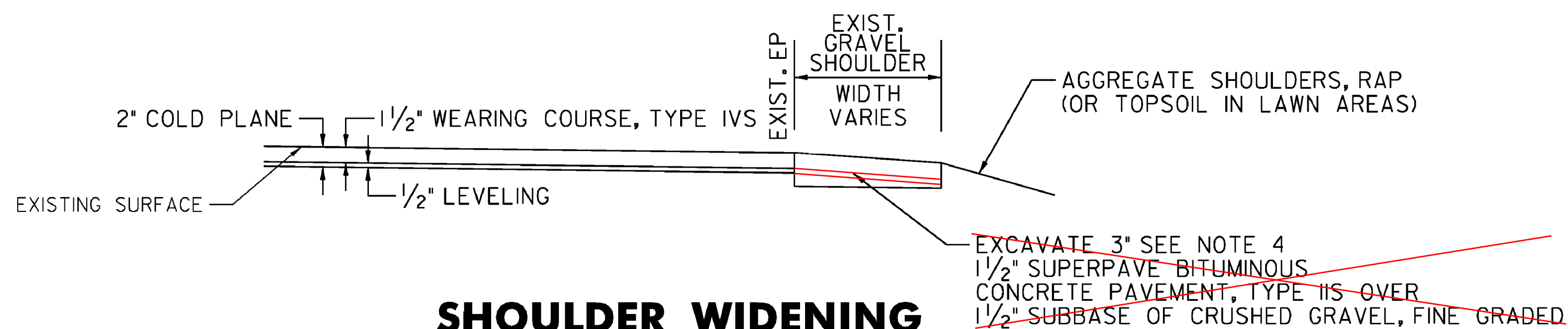
1. THE PAVEMENT WEARING COURSE SHALL BE TYPE IVS. THE LEVELING COURSE SHALL BE TYPE IVS, ITEM 490.30, AS SHOWN ON THE TYPICALS, UNLESS DIRECTED BY THE RESIDENT ENGINEER. ALL PG BINDER USED IN SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH SECTION 490 GENERAL SPECIAL PROVISIONS.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).
4. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3" OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATION SHALL BE PAID FOR UNDER ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE DONE BEFORE THE LEVELING COURSE IS PAVED TO ALLOW ALL OF THE LIFTS OF PAVEMENT THROUGHOUT THE WIDENED AREA. SEE TABLE BELOW FOR EXISTING PAVEMENT WIDTHS.
5. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICALS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL SIDE ROAD APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.
6. BITUMINOUS CONCRETE PAVEMENT WORK, WHICH WILL INVOLVE SOME HAND-WORK (SUCH AS PUBLIC AND / OR PRIVATE DRIVES AND PERMITTED DRIVES), SHALL BE PAID FOR UNDER ITEM 900.675, SPECIAL PROVISION (HAND - PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATIONS IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WHETHER BY HAND OR MECHANICAL METHODS, SHALL BE PAID UNDER THE APPROPRIATE CONTRACT PAY ITEM FOR BITUMINOUS CONCRETE PAVEMENT.
7. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.
8. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED, ITEM 402.13, AGGREGATE SHOULDERS, RAP, AND ITEM 651.35, TOPSOIL IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.
9. ITEMS 604.40, 604.412, 604.415 AND 604.418 ARE ESTIMATED ITEMS AND SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE LAYOUT SHEETS OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION MATCHES WITH THE SURROUNDING TERRAIN.
10. GRASS GROWING ADJACENT TO THE PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT, SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
11. INSTALL NEW SIGNS, AS SHOWN ON THE PAVING LAYOUTS, ON FLANGED CHANNEL SIGN POSTS.
12. AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED FOR THE EXCAVATION OF UNPAVED SHOULDERS AND REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.
13. ALL SIDE ROADS ARE TO BE PAVED 25 FEET FROM THE EDGE OF MAINLINE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.
14. IN AREAS OF HEAVY TIRE RUTTING AND DEFICIENT CROSS SLOPE OF THE ROAD, SPOT LEVELING WITH ITEM 490.30 TYPE IIS WILL BE REQUIRED PRIOR TO PAVING, AT LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER. PAYMENT WILL BE INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
15. POTHOLES SHALL BE REPAIRED WITH ITEM 402.13, AGGREGATE SHOULDERS, RAP OR 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS DIRECTED BY THE RESIDENT ENGINEER.
16. THE CONTRACTOR SHALL MAINTAIN ADA ACCESSIBLE PEDESTRIAN ROUTES DURING SIDEWALK AND RAMP RECONSTRUCTION.
17. ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON SELECTED FROM THE AGENCY'S APPROVED PRODUCTS LIST.
18. EXISTING LOOPS SHALL BE DISCONNECTED AT THE CURB LINE PRIOR TO COLD PLANING.



COLD PLANE TYPICAL SECTION

NOT TO SCALE

US 5	- 57+40 TO 157+97	VT 30	- 0+00 TO 17+60
US 5 (SB)	- 221+07 TO 238+17	VT 142	- 58+19 TO 114+42
		VT 119	- 40+00 TO 42+50



SHOULDER WIDENING

LOCATION
58+19 TO 100+75 RT

PROJECT PAVING LIMITS

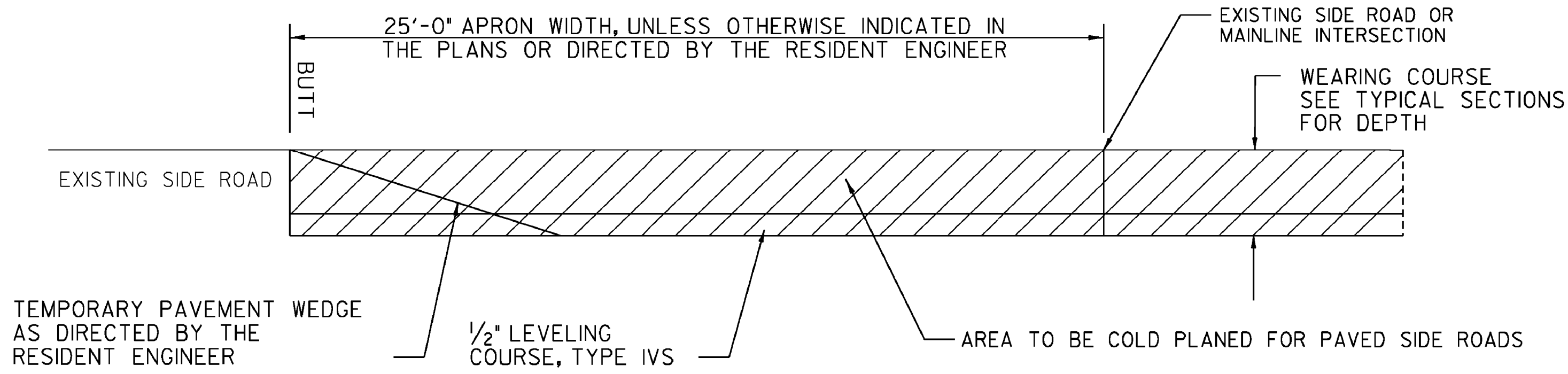
TOWN	BEGIN STATION	END STATION	SHOULDER	LANE TYPICAL	SHOULDER	WEARING DEPTH (in)	LEVELING DEPTH	LEVEL TYPE	NOTES	
BRATTLEBORO	US 5	57+40	89+16	VARIABLES	12.0-11.0-12.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		89+16	90+54	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		90+54	109+35	VARIABLES	12.0-12.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		109+35	A 8+90	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		A 8+90	A 9+50	VARIABLES	VARIABLES	VARIABLES	1/4"		IVS	COLD PLANE 1 1/4", OVERLAY 1 1/4", BRIDGE 7
US 5 (NB)	US 5 (NB)	A 9+50	130+08	8.0	VARIABLES	8.0	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		130+08	132+39	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		132+39	136+85	VARIABLES	12.0-12.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		136+85	138+37	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		138+37	157+97	VARIABLES	12.0-12.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
US 5 (SB)	US 5 (SB)	221+07	126+25	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		126+25	129+00	VARIABLES	11.0-11.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		129+00	132+59	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		132+59	136+19	8.0	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		136+19	238+17	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
VT 30	VT 30	0+00	5+83	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		5+83	7+93	VARIABLES	12.0-12.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		7+93	9+85	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		9+85	17+60	VARIABLES	11.0-11.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
VT 119	VT 119	40+00	41+53	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		41+53	42+50	VARIABLES	(2) 10-11	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
VT 142	VT 142	58+19	65+21	2.0	11.0-11.0	2.0	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		65+21	111+80	VARIABLES	11.0-11.0	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY
		111+80	114+33	VARIABLES	VARIABLES	VARIABLES	1/2"	1/2"	IVS	COLD PLANE 2", LEVEL AND OVERLAY

PROJECT TYPICAL SHEET 1

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(1)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_09
PLOT DATE:	3/19/2010
DRAWN BY:	WWG
CHECKED BY:	PTS
SHEET	9 OF 163

NOT TO SCALE

MODEL: Default z06d0214.dgn CLD_08-0324

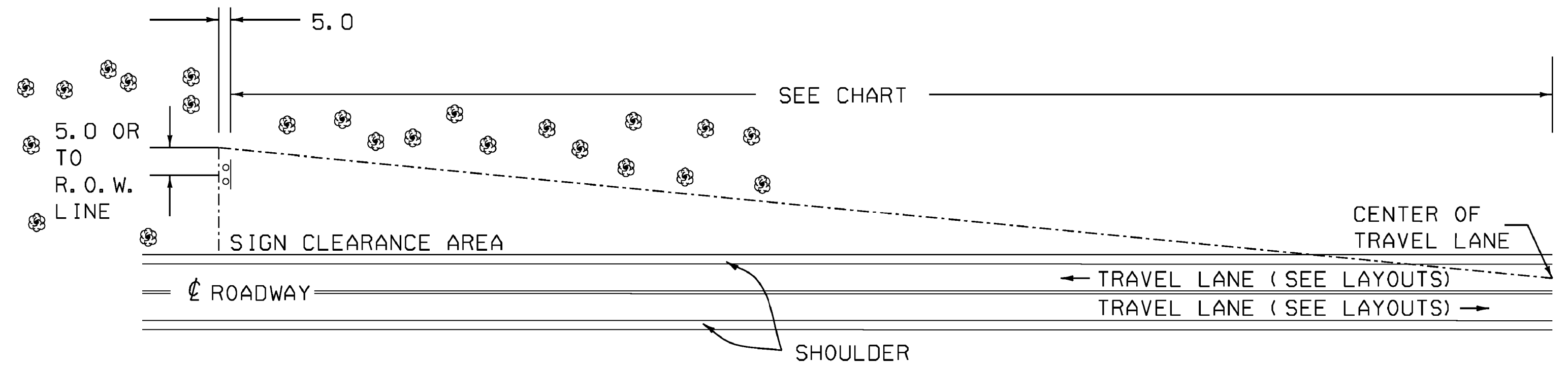


TRANSITION AREA DETAIL - SIDE ROADS

SEE LAYOUT SHEETS FOR LOCATIONS OF ALL SIDE ROADS

US 5 - STA 57+40 BEGIN PROJECT RAMP AND TOWN HIGHWAYS

US 5		US 5 (SB)	
TH 530	- 60+13 RT	TH 342	- 228+67 LT
TH 10	- 64+44 LT	CHAPIN ST	- 230+96 LT
TH 396	- 70+43 LT	VT 142	
TH 512	- 71+11 RT	TH 496	- 93+76 LT
TH 398	- 72+92 LT	VT 30	
TH 504	- 73+80 RT	TH 334	- 2+05 LT
TH 400	- 79+84 LT		
TH 494	- 80+49 RT		
TH 428	- 87+74 LT		
TH 486	- 88+10 RT		
TH 478	- 91+99 RT		
TH 476	- 93+31 RT		
TH 430	- 94+02 LT		
TH 11	- 98+58 LT		
TH 468	- 99+27 RT		
TH 468	- 105+94 RT		
TH 9	- 109+59 RT		
ARCH ST	- A 10+42 RT		
TH 442	- A 11+02 LT		
TH 11	- A 13+69 LT		
TH 2	- A 17+90 LT		
TH 346	- B 23+91 LT		
TH 368	- 127+96 RT		
TH 366	- 131+55 RT		
TH 364	- 136+11 RT		
TH 362	- 141+92 RT		
TH 358	- 146+29 RT		
TH 356	- 154+65 RT		
TH 354	- 157+84 LT		



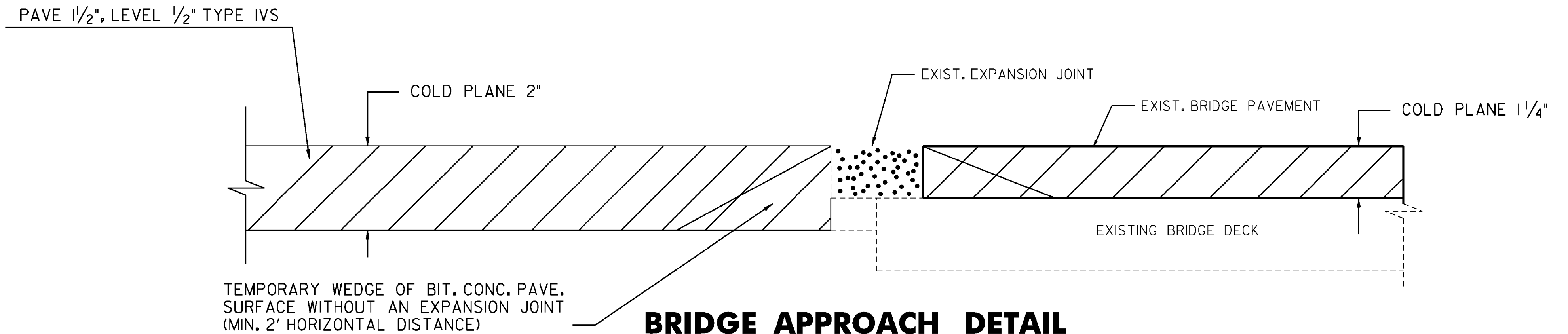
THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS AND TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL. PAYMENT WILL BE UNDER ITEM 201.31, THINNING AND TRIMMING FOR SIGNS. NO CHEMICALS (POISONS OR DEFOLIANTS) WILL BE ALLOWED.

MINIMUM SIGN SIGHT DISTANCE CHART

APPROACH SPEED (mph)	SIGHT DISTANCE (feet)
30 OR LESS	300
35	350
40	400
45	450
50	500
55	550

THINNING AND TRIMMING DETAIL

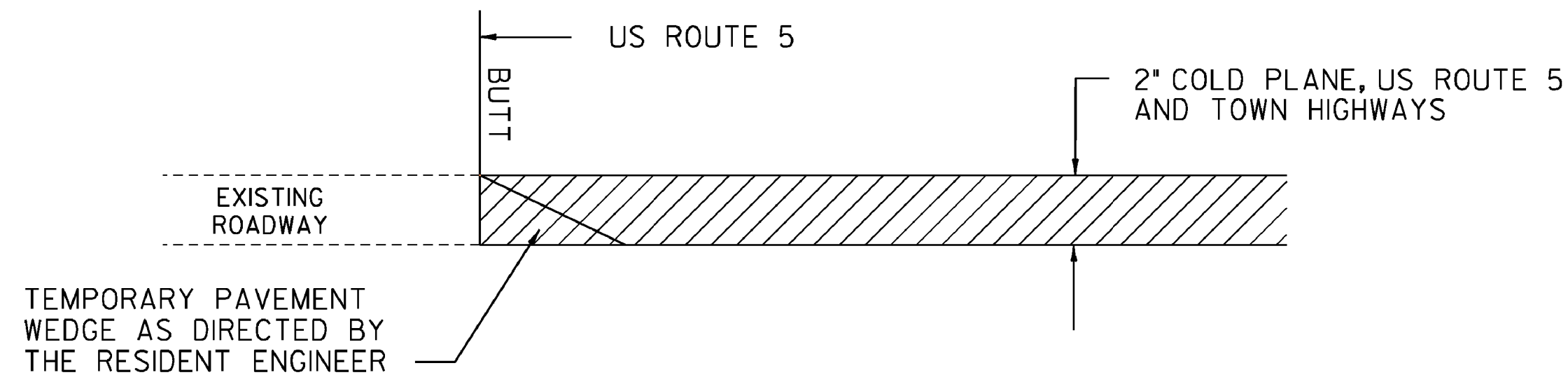
US 5	US 5 SOUTHBOUND
62+08 LT	226+00 LT
93+43 RT	VT 30
101+09 LT	2+60 LT
	3+40 LT
	3+80 LT



BRIDGE APPROACH DETAIL

LOCATION

US ROUTE 5
BRIDGE 7 - A 9+19 (MM 2.136)



APPROACH AREA DETAIL - MAINLINE

LOCATION

US 5	-	57+40 BEGIN PROJECT
US 5	-	157+97 END PROJECT
VT 30	-	17+60 END COLD PLANE
VT 119	-	42+50 STOP COLD PLANE
VT 142	-	58+19 BEGIN COLD PLANE

PROJECT TYPICAL SHEET 2

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: WWG
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
DESIGNED BY: NULL	SHEET 10 OF 163
IPARM FILE NAME: 06D214_I0	

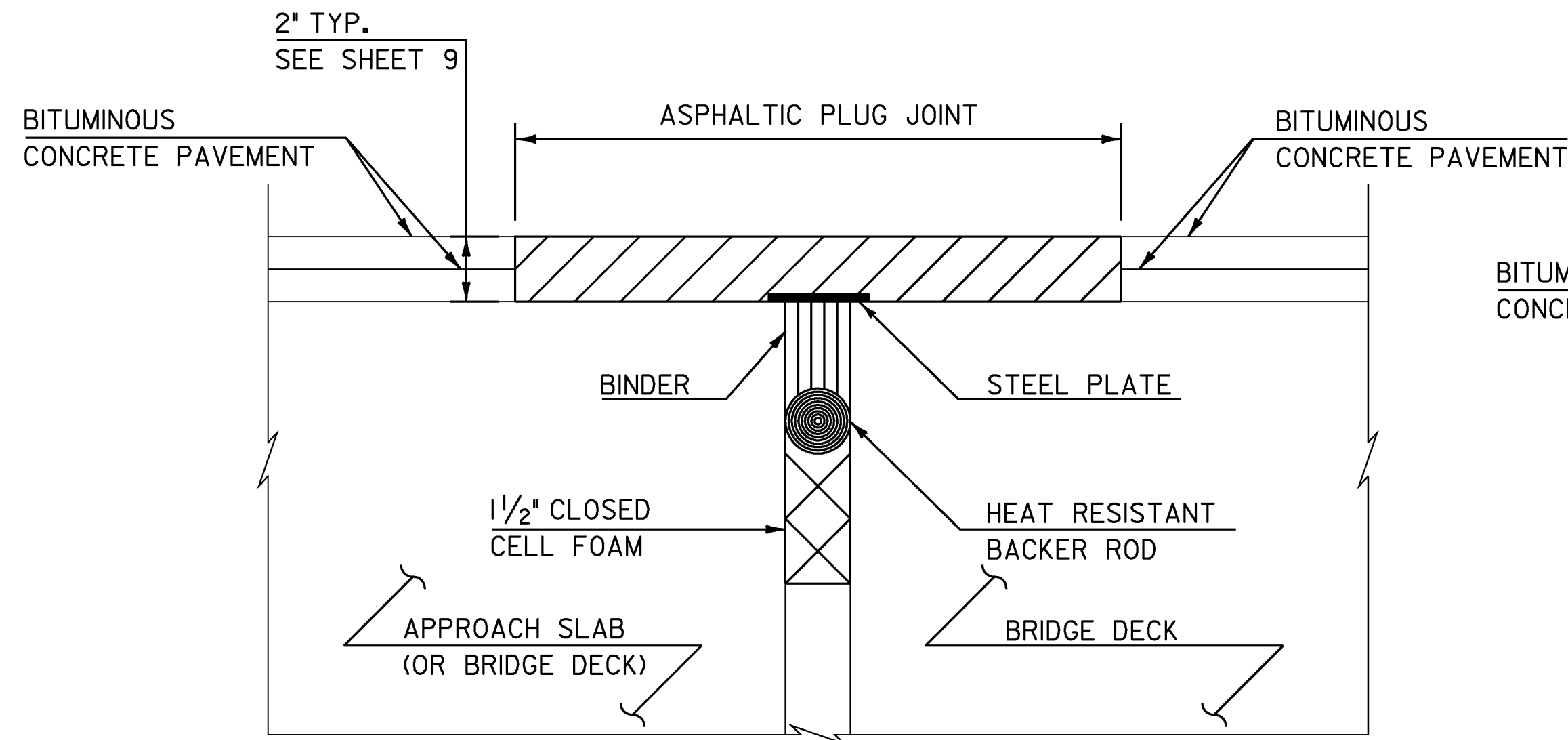
NOT TO SCALE

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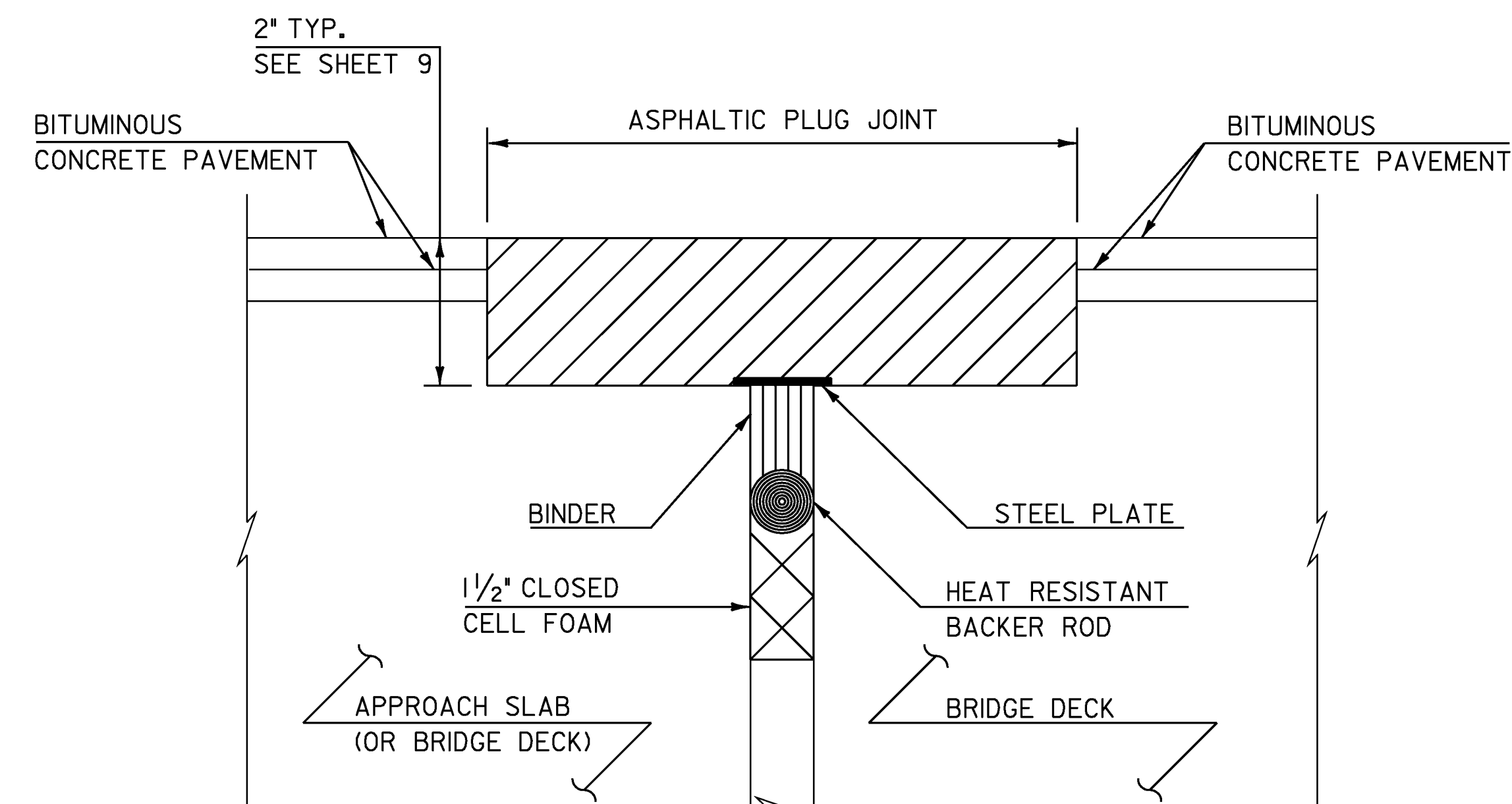
ASPHALTIC PLUG JOINT NOTES

I. INSTALLATION

- A. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
 - B. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.
 - C. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
 - D. REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.
 - E. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
 - F. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
 - G. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.
 - H. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
 - I. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
 - J. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
 - K. ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAYBE USED TO EXPEDITE THE COOLING PROCESS.
 - L. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.
- 2. WEATHER LIMITATIONS.** (APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER):
- A. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.
 - B. THE ROAD SURFACE IS DRY.
 - C. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.



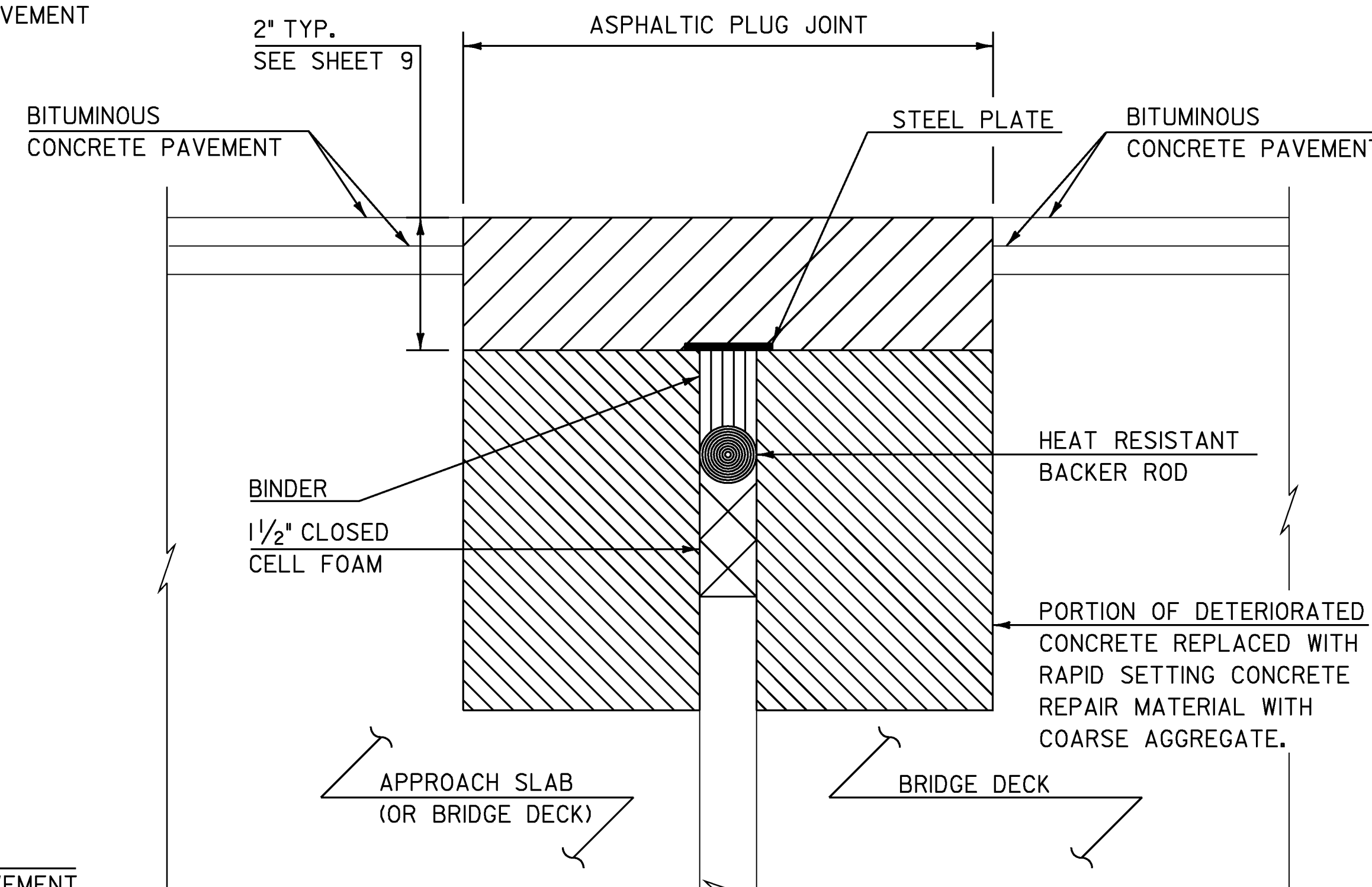
ASPHALTIC PLUG-TYPE JOINT DETAIL
(NOT TO SCALE)



**ASPHALTIC PLUG-TYPE JOINT DETAIL
REMOVAL OF < 2\"**
(NOT TO SCALE)

NOTES:

1. UPON ENCOUNTERING UP TO 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH THE ASPHALTIC PLUG JOINT MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10. THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10.



**ASPHALTIC PLUG-TYPE JOINT DETAIL
REMOVAL OF > 2\"**
(NOT TO SCALE)

NOTES:

1. UPON ENCOUNTERING GREATER THAN 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE FORMED TO EXISTING ELEVATION.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE".
3. REINFORCING STEEL NOT SHOWN FOR CLARITY.

BRATTLEBORO

BRIDGE #7 A 9+49 (MM 2.141) (47 FT. EXP. JOINT)

ASPHALTIC PLUG-TYPE JOINT DETAIL SHEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_II

PLOT DATE: 06-APR-2010

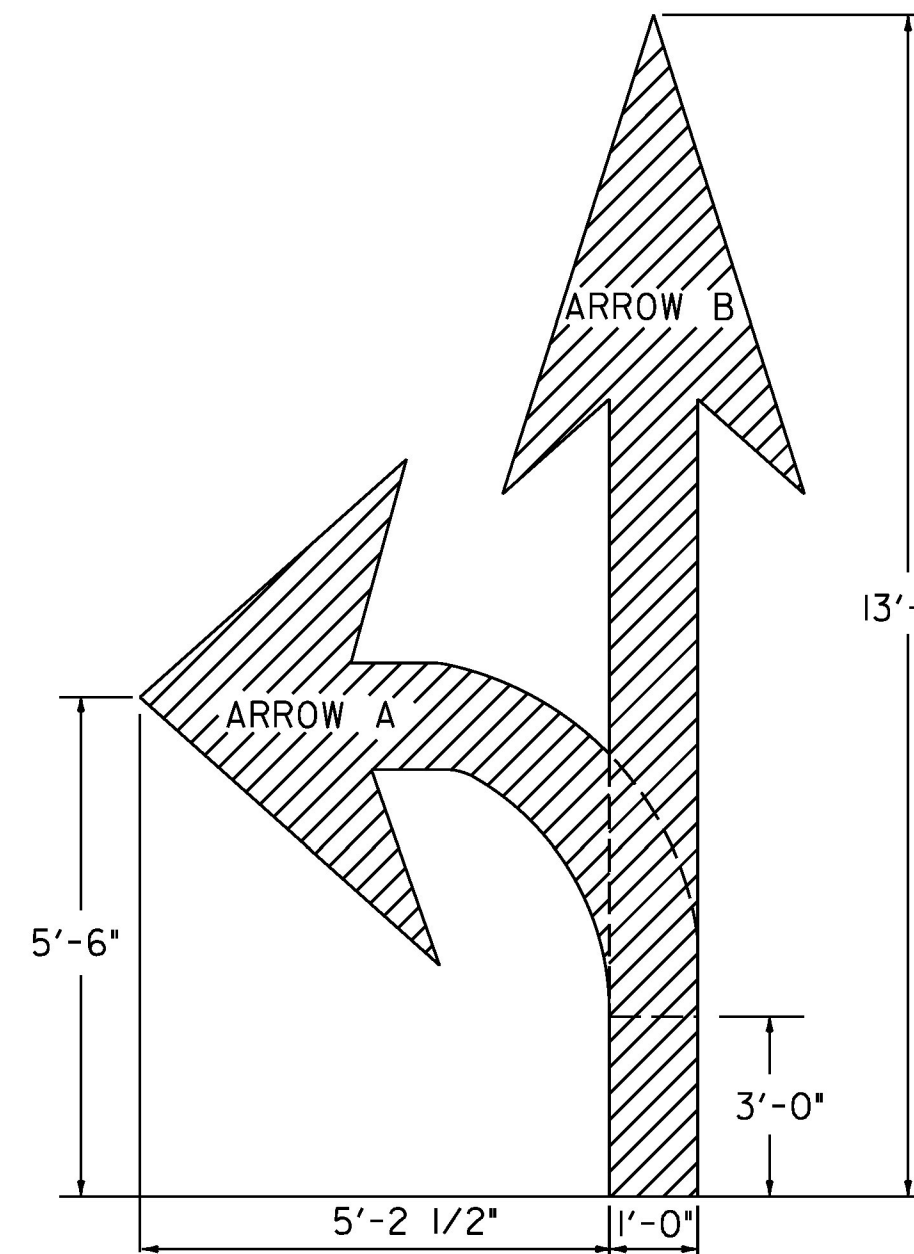
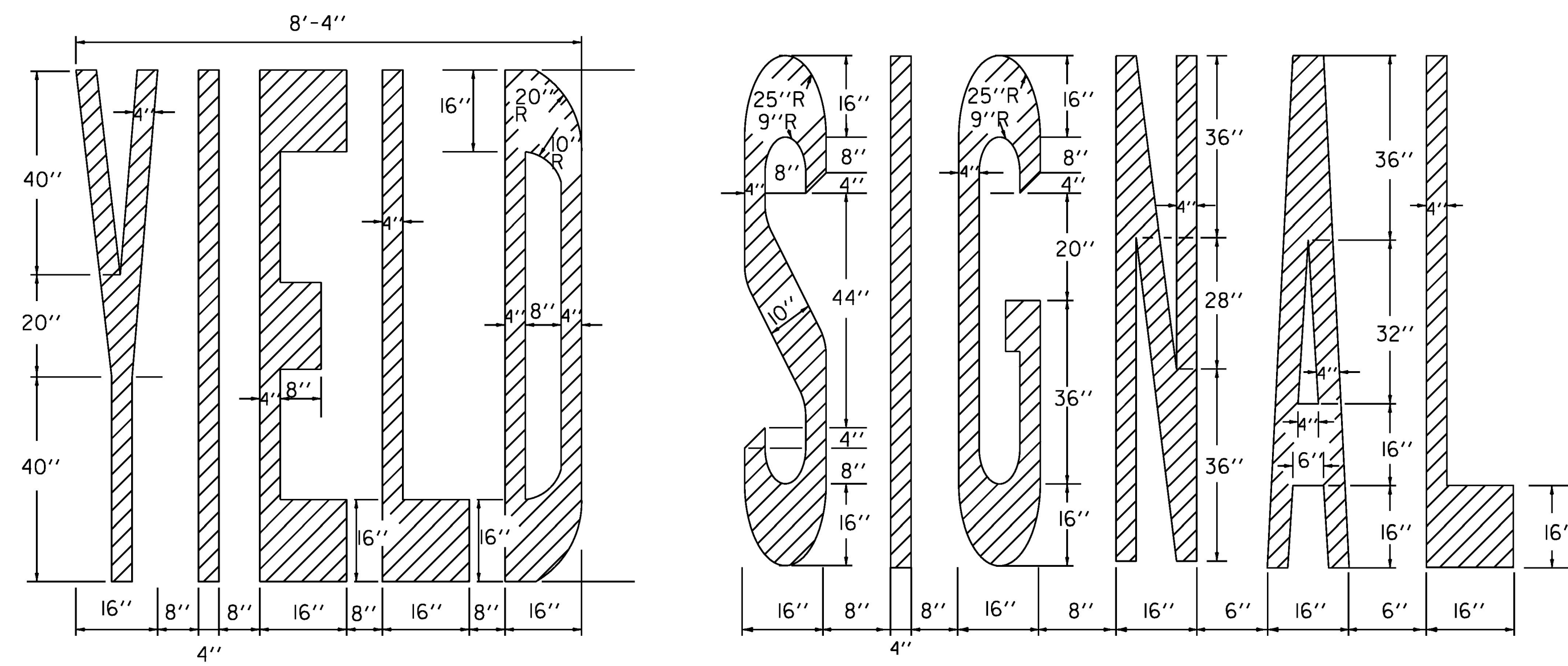
DRAWN BY: WWG

CHECKED BY: PTS

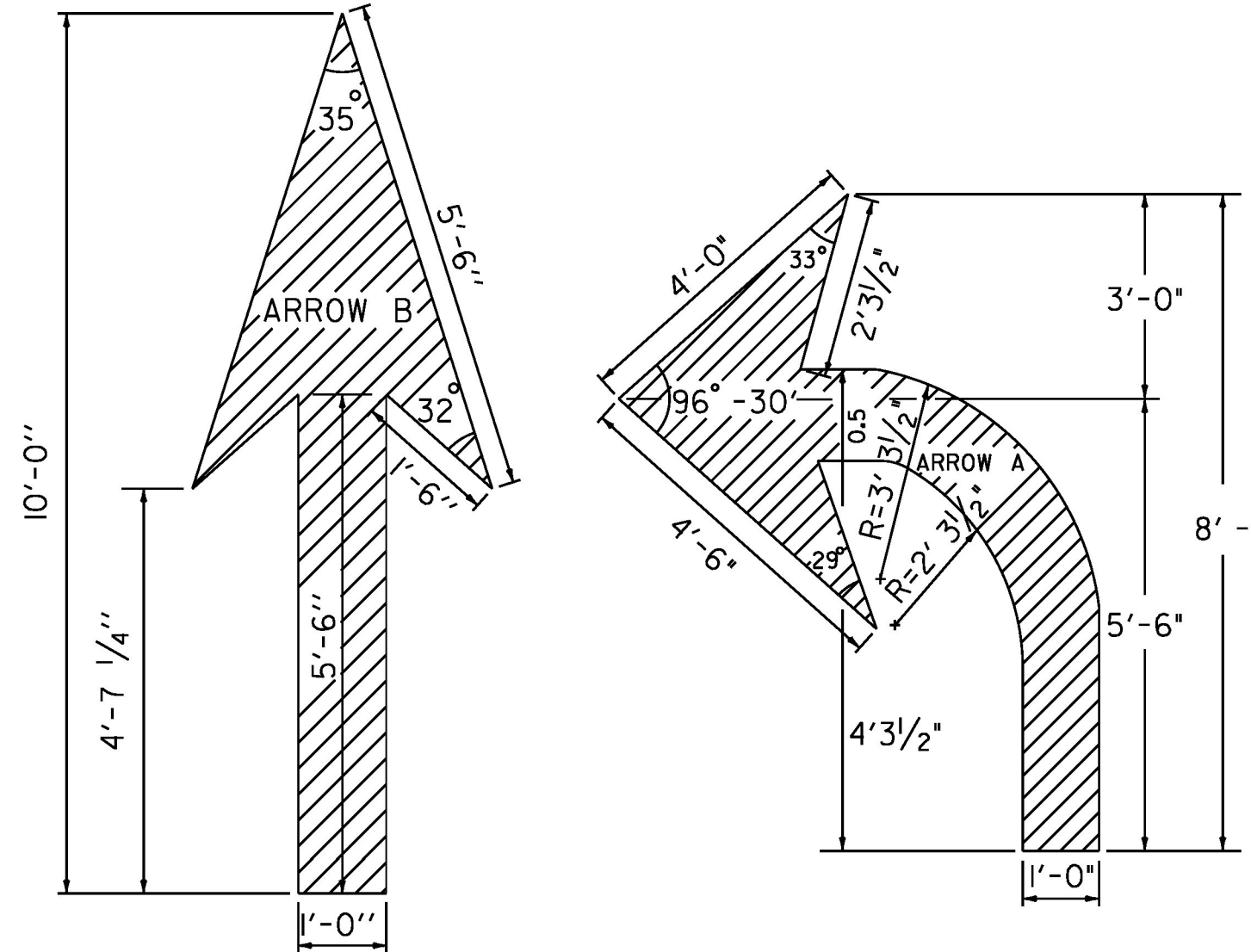
SHEET II OF 163

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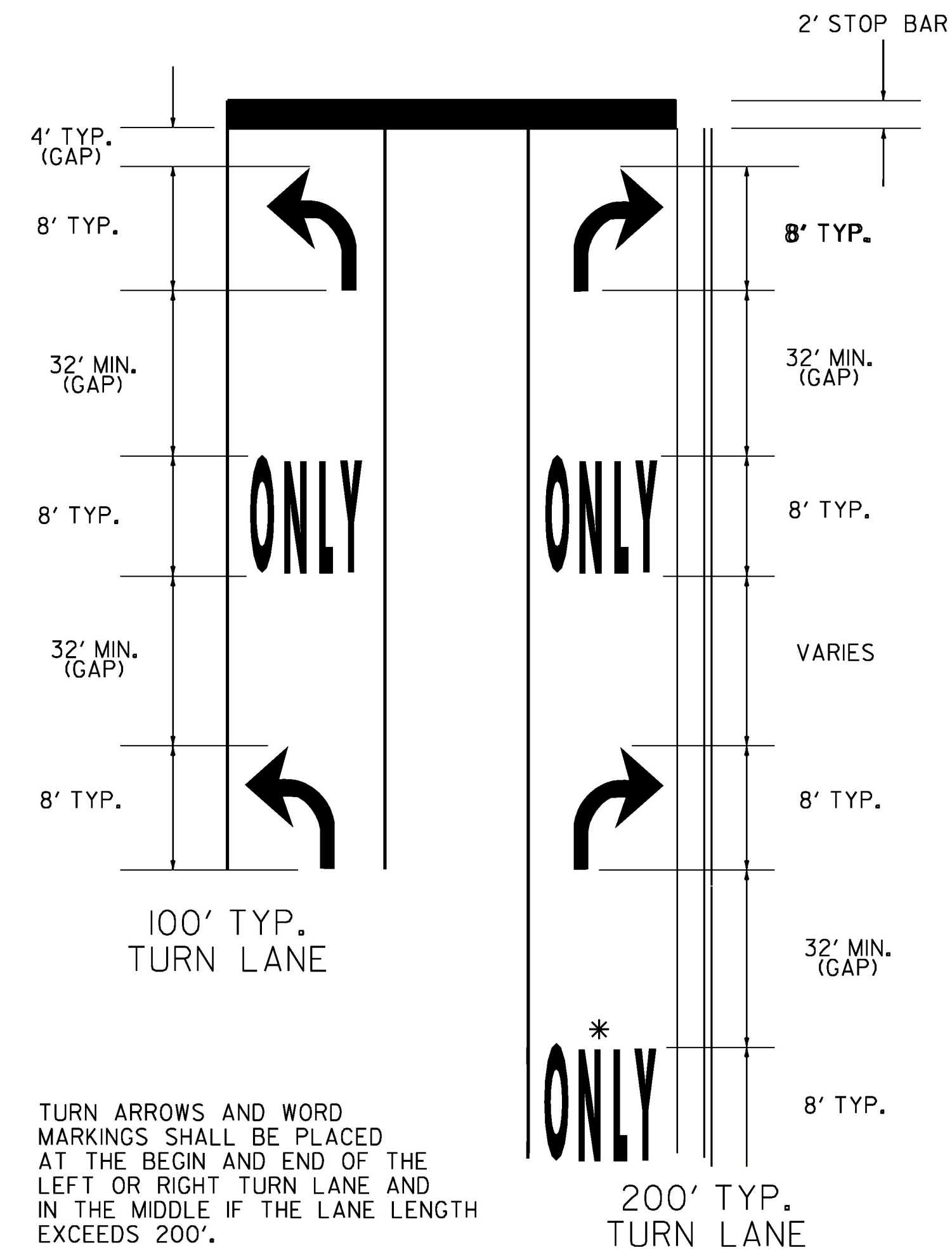
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TO BE PAID AS TWO SYMBOLS



ARROW DETAILS



TURN ARROWS AND WORD MARKINGS SHALL BE PLACED AT THE BEGIN AND END OF THE LEFT OR RIGHT TURN LANE AND IN THE MIDDLE IF THE LANE LENGTH EXCEEDS 200'.

IF LANE LENGTH IS LESS THAN 50 FEET, ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE, IS REQUIRED.

THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS

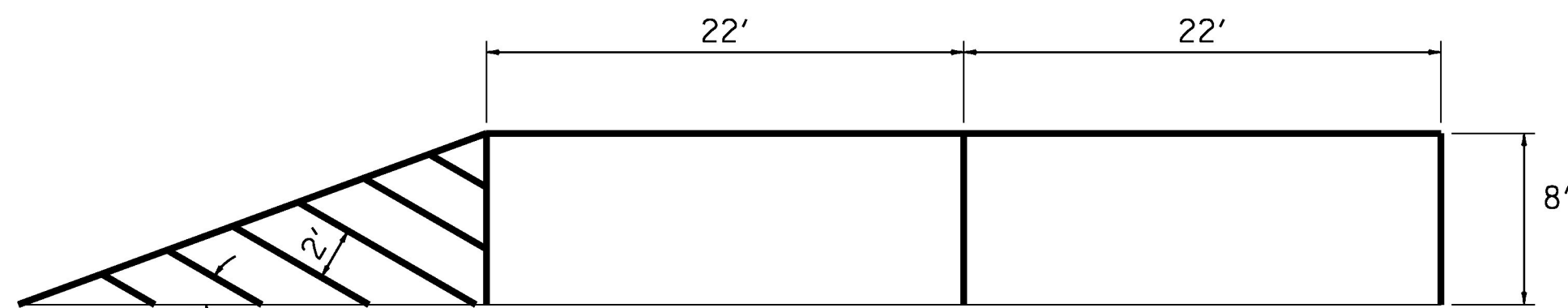
THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.

STOP BARS ARE INSTALLED ONLY WHERE A STOP SIGN OR TRAFFIC SIGNAL ARE LOCATED.

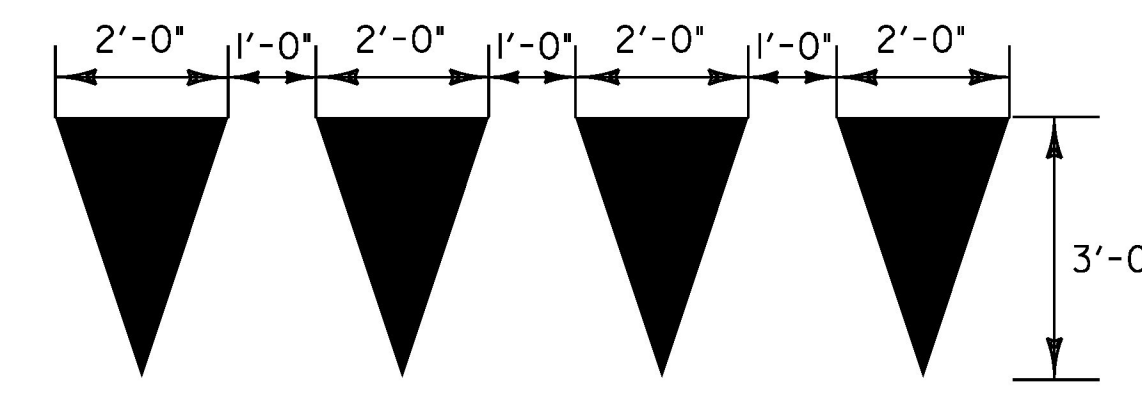
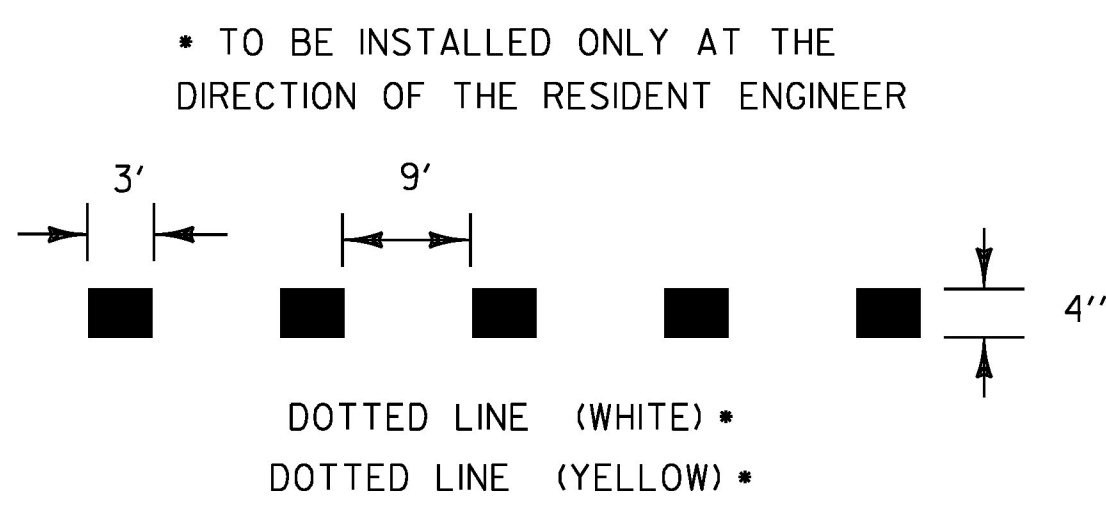
* A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS. ARROW MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

EXCLUSIVE TURN LANES (LEFT OR RIGHT) LANE CHARACTERS SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

TYPICAL MARKINGS FOR TURN LANES



NO PARKING/PARKING ZONE DETAIL



YIELD LINE DETAILS

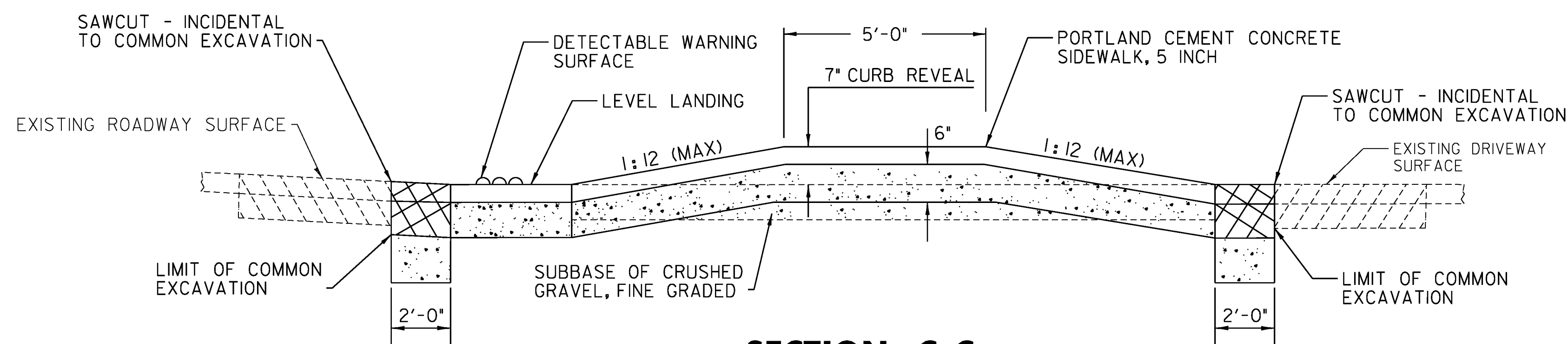
TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE

PAVEMENT MARKING DETAILS

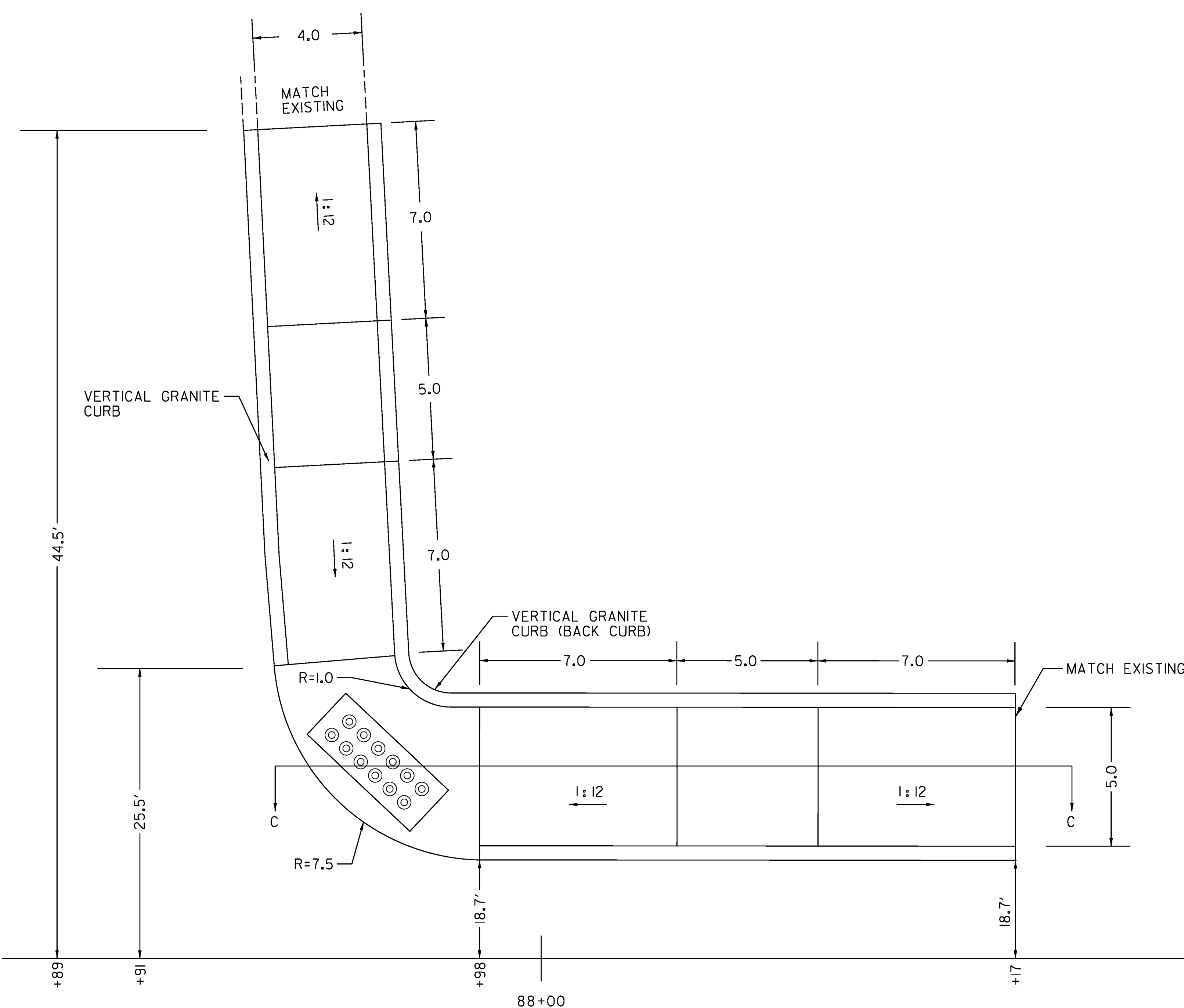
NOT TO SCALE

PAVEMENT MARKING DETAILS

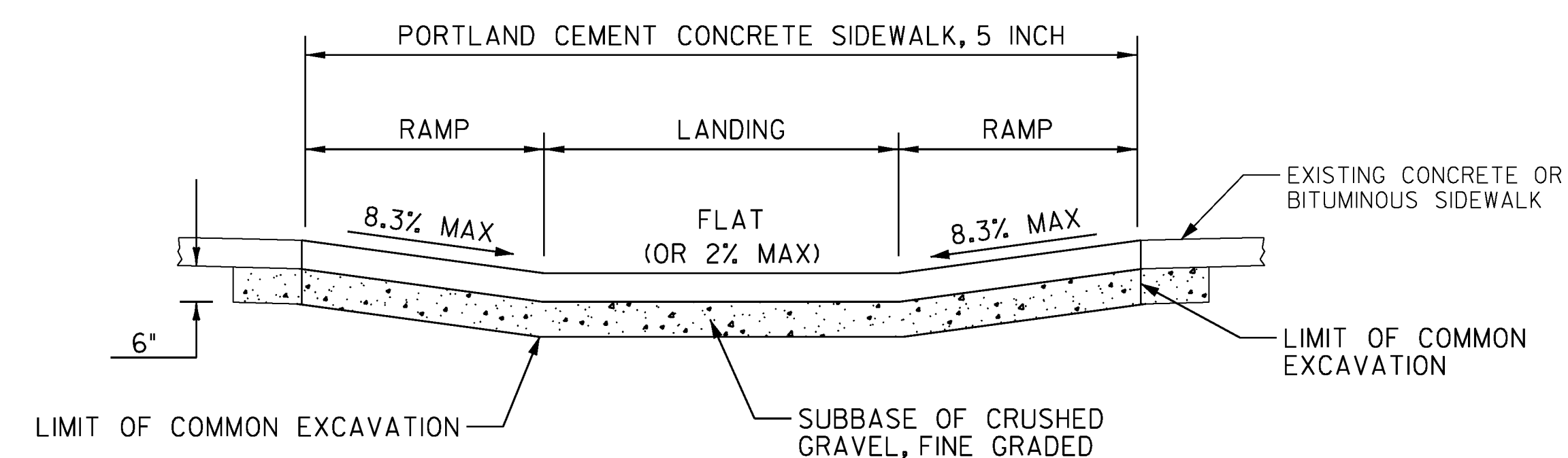
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PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_I2
PLOT DATE:	3/19/2010
DRAWN BY:	WWG
CHECKED BY:	PTS
SHEET	12 OF 163



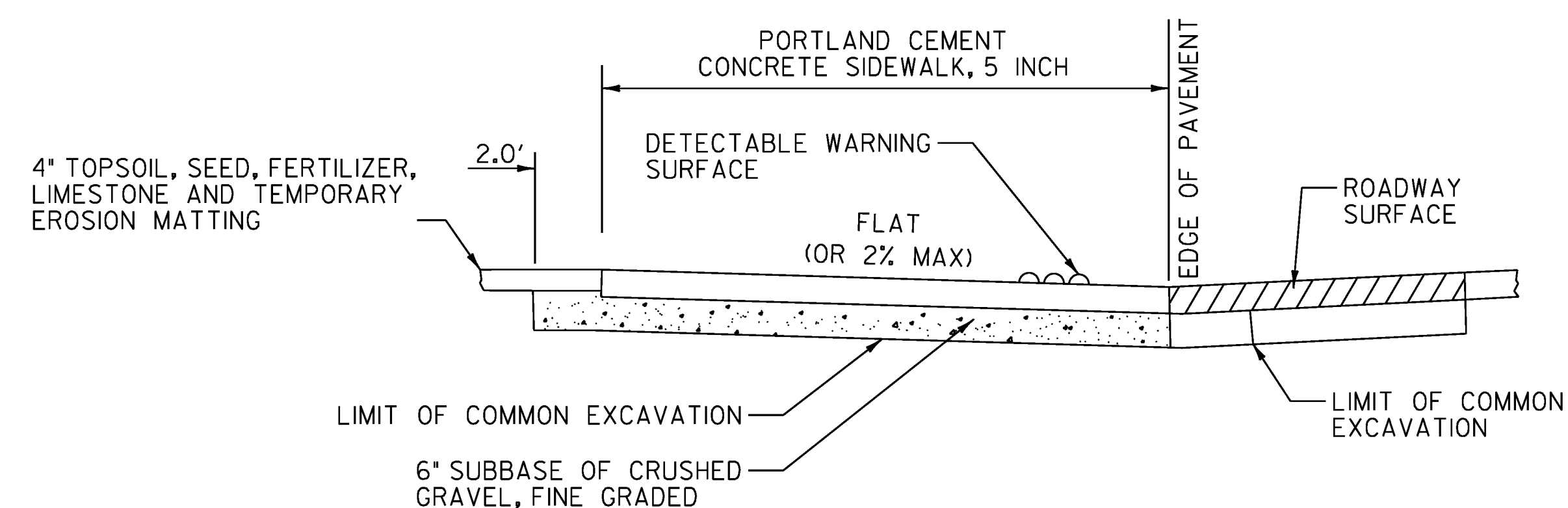
SECTION C-C



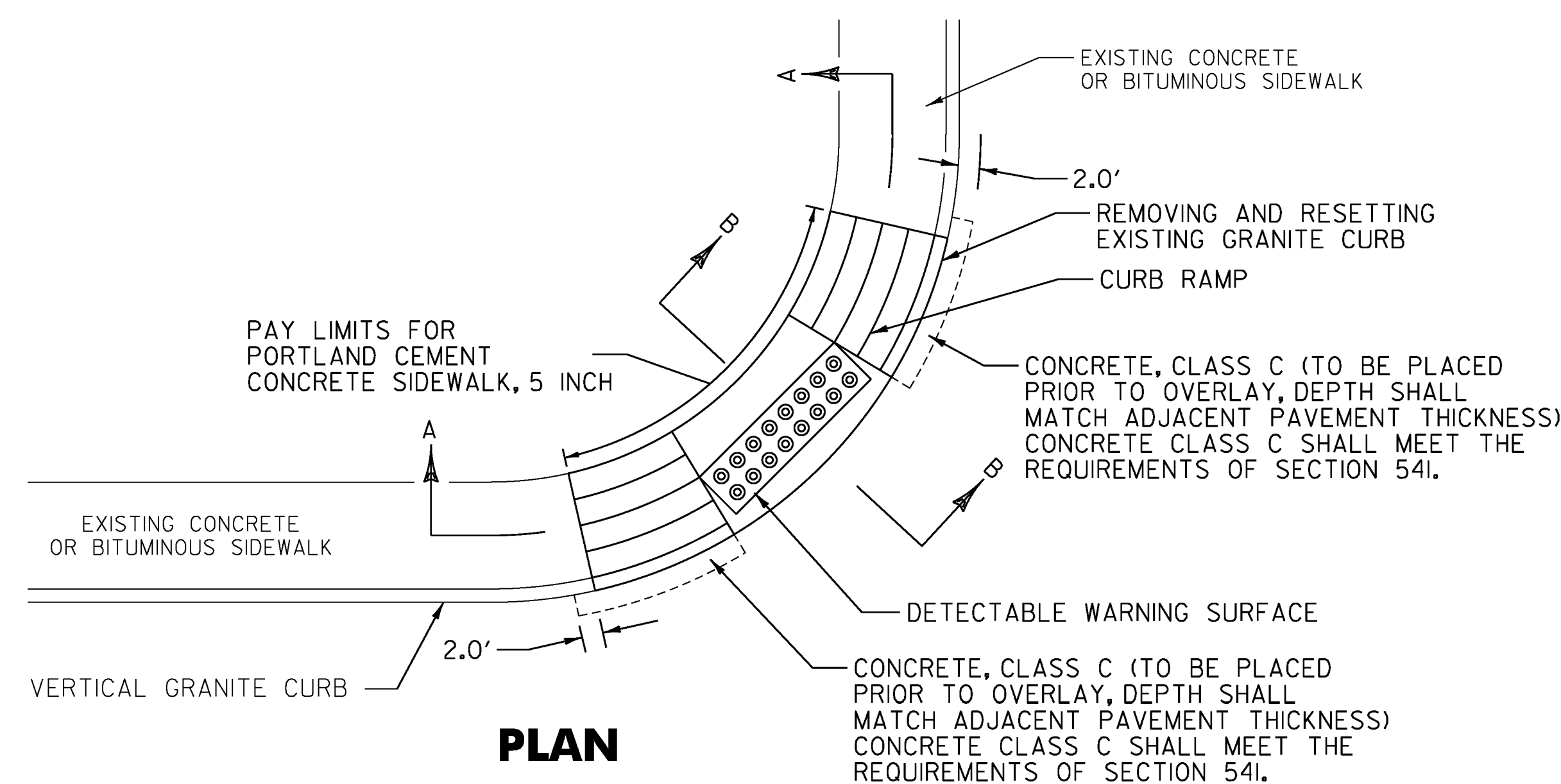
US 5 STA 87+98 LT
NOT TO SCALE



SECTION A-A



SECTION B-B



PLAN

SIDEWALK RAMP PAY LIMIT TYPICAL

NOTE: THIS DETAIL IS FOR PAY LIMITS ONLY. FOR INDIVIDUAL RAMP CONFIGURATIONS, SLOPES, DIMENSIONS, ETC., SEE VTRANS STANDARDS C-3A & C-3B.

SIDEWALK DETAILS

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: WWG
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 13 OF 163
DESIGNED BY: NULL	
IPARM FILE NAME: 06D214_I3	

MODEL: Default

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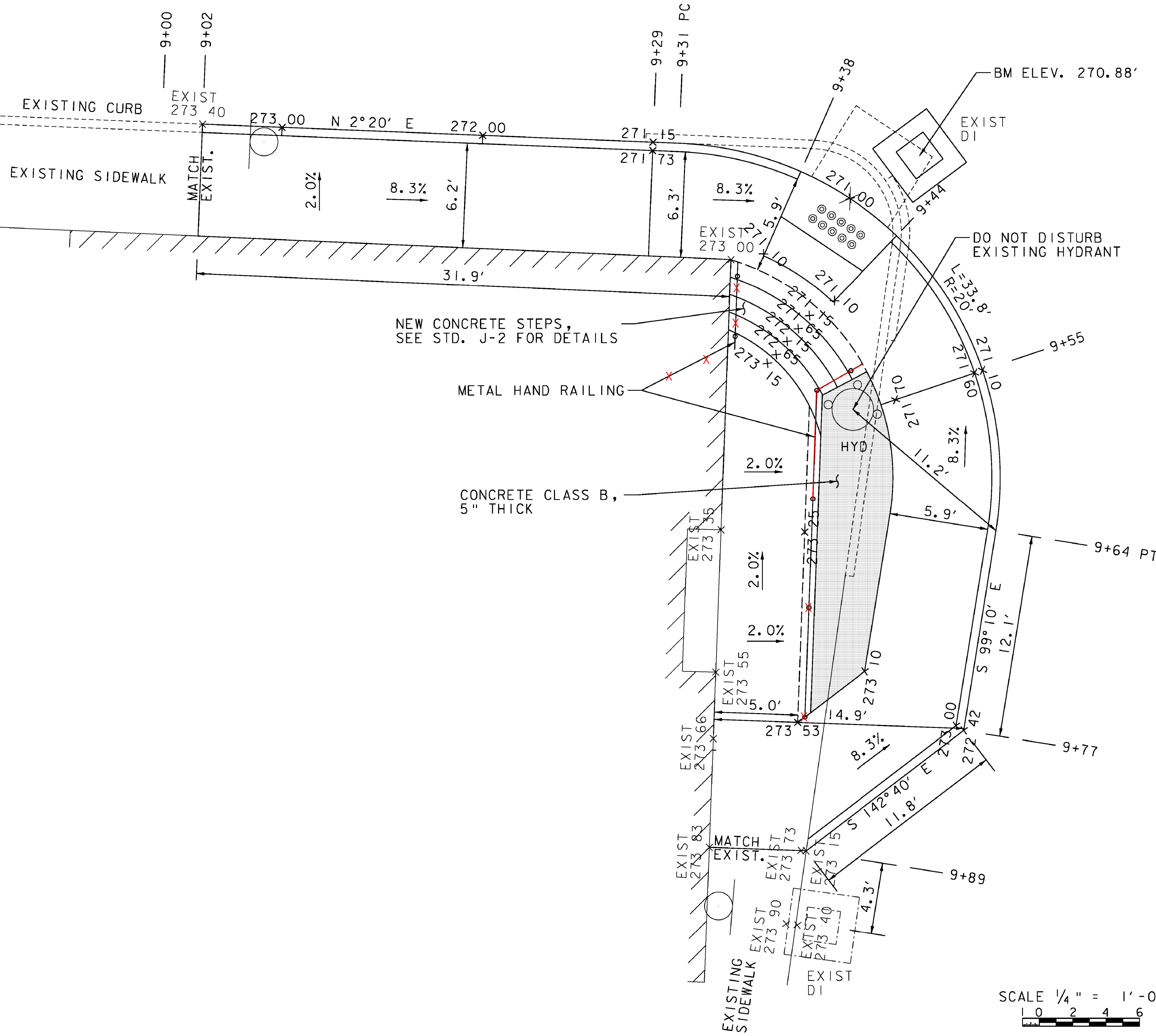
109+00

110+00

WSO

WSO

WSO



METAL HAND RAILING

~~9+34 TO 9+39 RT~~
9+38 TO 9+42 RT

PRECAST REINFORCED CONCRETE CURB, TYPE B

9+02 TO 9+38 RT
9+44 TO 9+89 RT

DETECTABLE WARNING SURFACE

9+40 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

9+02 TO 9+89 RT

NOTES

1. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER AT LEAST ONE WEEK PRIOR TO ANY SIDEWALK CONSTRUCTION ADJACENT TO THE BUILDING.
2. EXCAVATION OF THE EXISTING CONCRETE SIDEWALK SHALL BE PAID FOR AS ITEM 203.16 - SOLID ROCK EXCAVATION.
3. THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE BUILDING OR FOUNDATION DURING CONSTRUCTION. ANY DAMAGE INCURRED WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.

109+40 RT SIDEWALK

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: PTS

IPARM FILE NAME: 06D214_I4

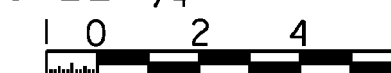
PLOT DATE: 3/19/2010

DRAWN BY: WWG

CHECKED BY: PTS

SHEET 14 OF 163

SCALE 1/4" = 1'-0"



MODEL: Default

CLD 08-0324 z06D0214.dgn

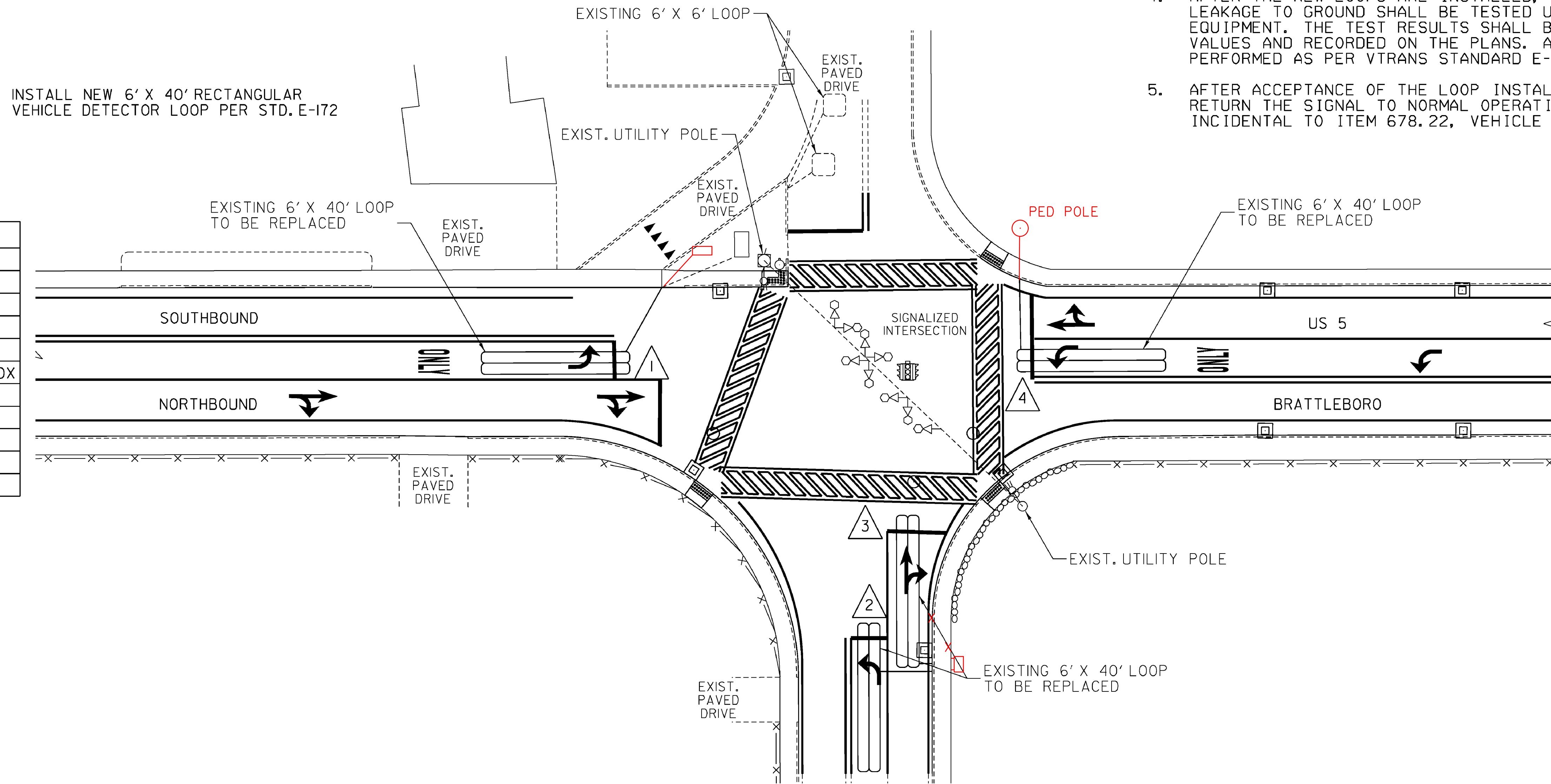
SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	QUANTITY
678.22	VEHICLE LOOP DETECTOR	600'

TRAFFIC SIGNAL INSTALLATION GENERAL NOTES

- EXISTING LOOPS SHALL BE DISCONNECTED AT THE CURB LINE PRIOR TO COLD PLANING.
- NEW LOOPS TO BE CUT INTO COLD PLANED SURFACE AND WIRED INTO EXISTING CONDUITS AT THE CURB LINE.
- NO CHANGES TO THE EXISTING SIGNAL TIMING/ PHASING ARE TO BE MADE AT THIS INTERSECTION.
- AFTER THE NEW LOOPS ARE INSTALLED, THE INDUCTANCE, RESISTANCE AND LEAKAGE TO GROUND SHALL BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES AND RECORDED ON THE PLANS. ALL LOAD TESTING SHALL BE PERFORMED AS PER VTRANS STANDARD E-172.
- AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE INCIDENTAL TO ITEM 678.22, VEHICLE LOOP DETECTOR.

LEGEND	
	UTILITY POLE
	LUMINAIRE
	LIGHT OR WOOD POLE
	STRAIN POLE
	CONTROLLER CABINET
	PULLBOX/JUNCTION BOX
	SIGNAL HEAD
	CONDUIT
	VEHICLE LOOPS
	PEDESTAL POST
	STANCHION



TEST RESULTS

VEHICLE LOOP DETECTORS								INDUCTANCE micro - H		RESISTANCE OHM @ 77° C		(MEGOHM)
LANE	LOOP NO.	SIZE	NO TURNS	TYPE	CALL Ø	MODE	AMP.	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
NB	1	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		246		
EB	2	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		237		
EB	3	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		220		
SB	4	6' X 40'	2-4-2	LONG		PRESENCE	NON-DELAY	338		245		

ALL CALCULATED VALUES ARE AT THE CONTROLLER. MEASURED VALUES MUST BE FILLED IN PRIOR TO JOB ACCEPTANCE

US 5 @ FAIRGROUND RD

THE LOCATION OF THE SIGNAL/PEDESTRIAN PEDESTALS IS APPROXIMATE. THE LOCATION AND DEPTH OF THE ELECTRICAL CONDUITS ARE UNKNOWN. THE CONTRACTOR MUST TAKE CARE NOT TO DAMAGE THE ELECTRICAL CONDUITS IN THE PROCESS OF COLD PLANING OR CONSTRUCTING SIDEWALK OR PEDESTRIAN RAMPS. ANY DAMAGE INCURRED WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.

VEHICLE LOOP DETECTOR

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_I5

PLOT DATE: 3/19/2010

DRAWN BY: HJD

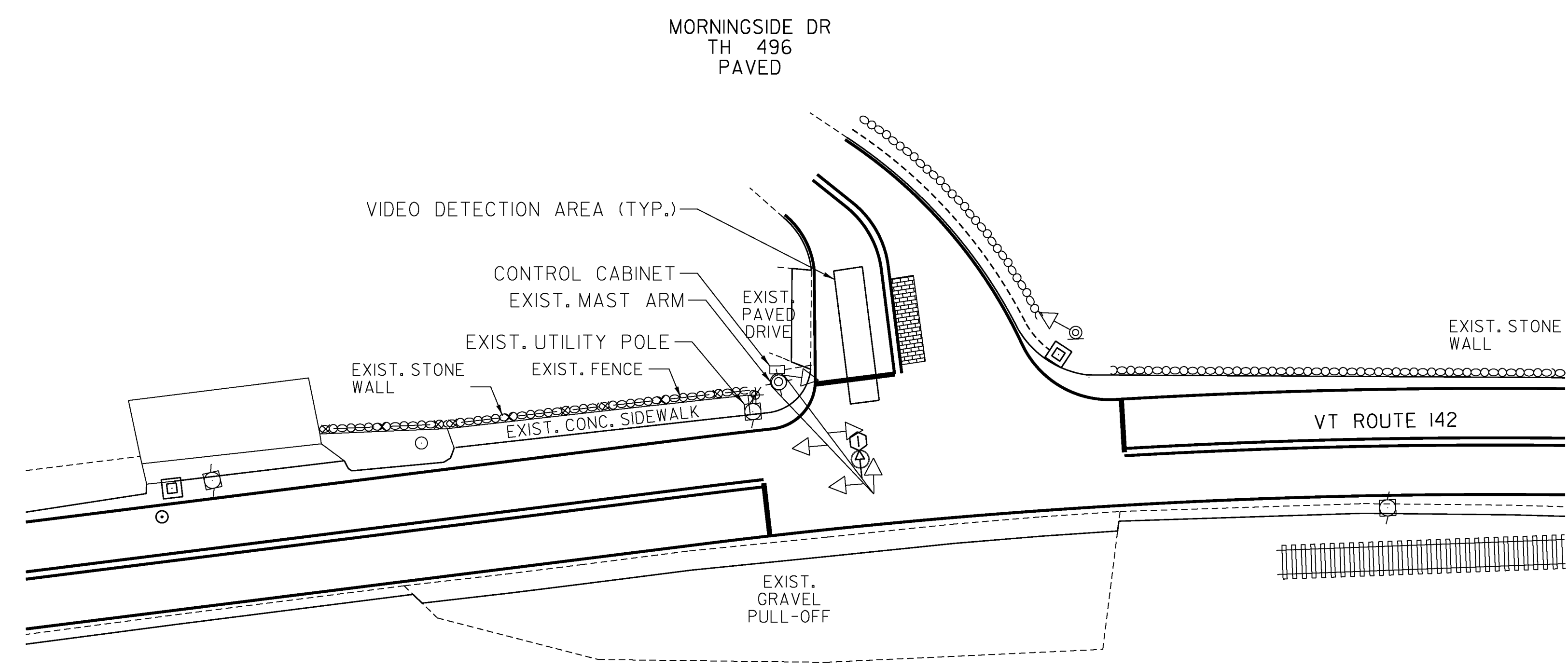
CHECKED BY: PTS

SHEET 15 OF 163

NOT TO SCALE

SUMMARY OF QUANTITIES STP 2623(I)		
ITEM	DESCRIPTION	QUANTITY
900.620	SPECIAL PROVISION - (VIDEO VEHICLE DETECTION SYSTEM) (VT ROUTE 142 @ TH 496)	1
*	VIDEO DETECTOR CAMERA ASSEMBLY WITH INTEGRATED MVP	1
*	VIDEO DETECTOR CIP	1
*	VIDEO DETECTOR PORT MASTER	1
*	VIDEO DETECTOR CABLE	48'
*	VIDEO DETECTOR CAMERA MOUNTING BRACKET	1

- TRAFFIC SIGNAL INSTALLATION GENERAL NOTES**
- EXISTING LOOPS SHALL BE DISCONNECTED AT THE CURB LINE PRIOR TO COLD PLANING.
 - NO CHANGES TO THE EXISTING SIGNAL TIMING/ PHASING ARE TO BE MADE AT THIS INTERSECTION.
 - THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR VIDEO VEHICLE DETECTOR PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - VIDEO VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
 - VIDEO DETECTION AREAS SHALL EXTEND 5 FEET PAST THE STOP BAR.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT AND CONTROLLER FOR VIDEO DETECTION CABLE AND EQUIPMENT.
 - VIDEO DETECTION AREA IS IN NONE DELAY MODE, 5 SECONDS, LOCK.



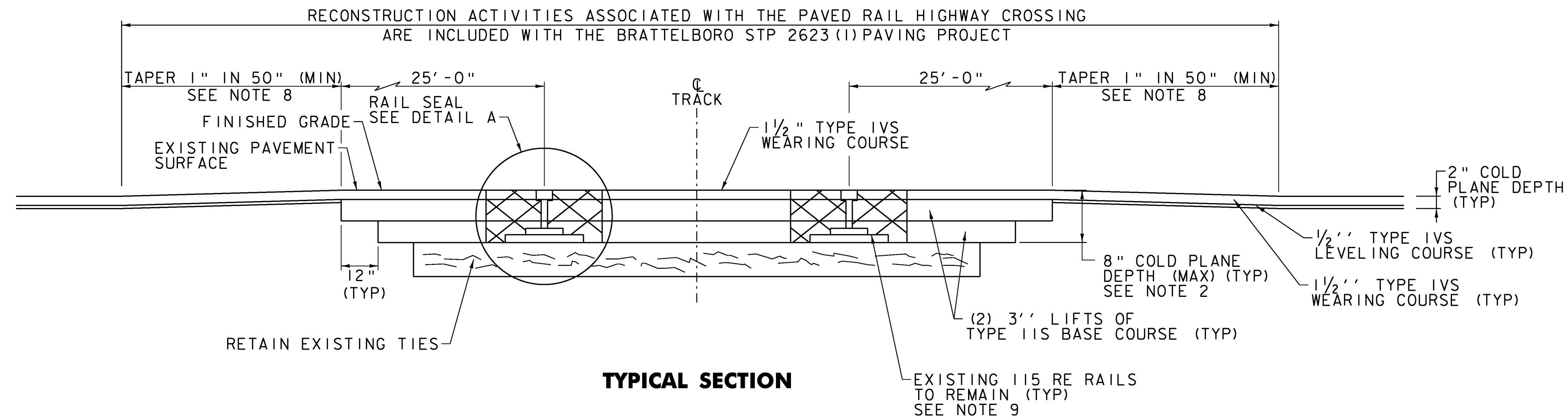
VT 142 @ MORNINGSIDE DRIVE

LEGEND	
	UTILITY POLE
	LUMINAIRE
	LIGHT OR WOOD POLE
	STRAIN POLE
	CONTROLLER CABINET
	PULLBOX/JUNCTION BOX
	SIGNAL HEAD
	VIDEO DETECTOR
	VIDEO DETECTION AREA
	PEDESTAL POST

NOT TO SCALE

VIDEO DETECTION SYSTEM	
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_I6
PLOT DATE:	3/19/2010
DRAWN BY:	HJD
CHECKED BY:	PTS
SHEET	16 OF 163

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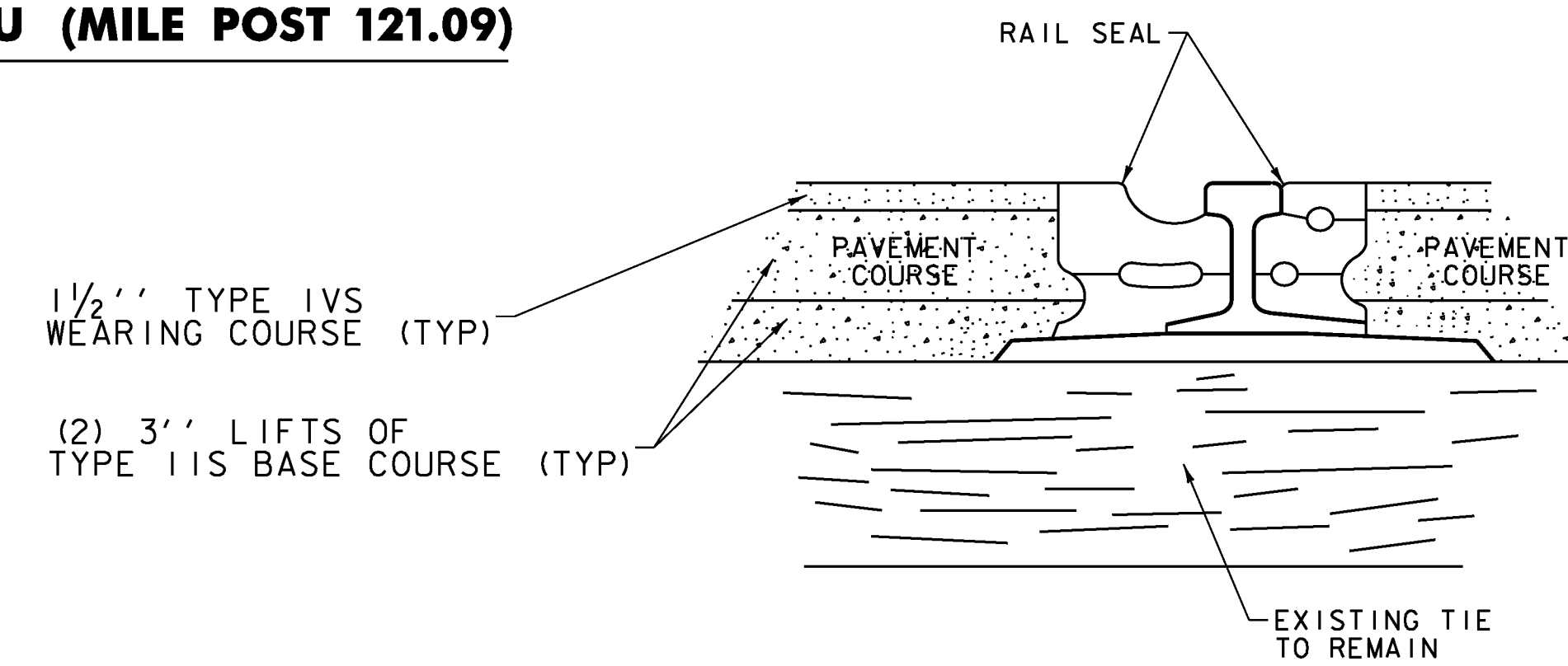


TYPICAL SECTION

**PAVED RAIL HIGHWAY CROSSING
VT 142 AT STA 61+61.00 (MM 1.167)
RAIL HIGHWAY CROSSING AARDOT #247-380U (MILE POST 121.09)**

NOTES

1. THE CONTRACTOR SHALL INSTALL THE ELASTOMERIC INTERFACE (ADVANTAGE GRADE) RAIL SEAL BY INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ANY DAMAGE TO THE NEW ELASTOMERIC INTERFACE RESULTING FROM THE CONTRACTOR'S INSTALLATION METHODS SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF FURNISHING AND INSTALLING THE ELASTOMERIC INTERFACE AND ATTACHMENT HARDWARE SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT 142 - AARDOT 247-380U).
2. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS CONCRETE SURFACE TO THE DEPTH SHOWN OR TO THE TOP OF THE EXISTING TIES, WHICHEVER IS LESS, AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL ADJUST THE THICKNESS OF THE BASE COURSE PAVEMENT TO MEET THE EXISTING PAVEMENT REMOVAL THICKNESS AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL BE ALLOWED THE OPTION OF REMOVING THE PAVEMENT BETWEEN THE RAILS TO THE REQUIRED DEPTH BY EXCAVATION OR COLD PLANING. PAYMENT FOR REMOVING THIS PAVEMENT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).
3. TEN DAYS PRIOR TO BEGINNING WORK ON THIS RAIL CROSSING THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH NEW ENGLAND CENTRAL RAILROAD TO ALLOW RAILROAD WORK FORCES TO MAKE REPAIRS TO THE EXISTING RAIL THROUGH THE CROSSING AREA AFTER THE EXISTING PAVEMENT HAS BEEN REMOVED. THERE WILL BE NO EXTRA COMPENSATION TO THE CONTRACTOR FOR WORKING WITH AND AROUND THESE RAILROAD WORK FORCES.
4. THE CONTRACTOR SHALL NOT BEGIN WORK ASSOCIATED WITH THE CROSSING UNTIL THE RAILROAD WORK FORCES HAVE COMPLETED THEIR WORK. ONCE THE WORK HAS BEGUN, THE CONTRACTOR SHALL COMPLETE ALL WORK ASSOCIATED WITH THE CROSSING WITHIN THREE CONSECUTIVE WORK DAYS. THE CONTRACTOR IS HEREBY NOTIFIED THAT LIQUIDATED DAMAGES IN ACCORDANCE WITH SUBSECTION 108.12 WILL BE ASSESSED FOR EVERY CALENDAR DAY FOLLOWING THE THREE CONSECUTIVE WORK DAY PERIOD THAT THE SPECIFIED CROSSING WORK IS NOT COMPLETED.
5. THE COSTS OF PROVIDING TRAFFIC CONTROL, DURING THE CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING SHALL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).
6. THE COST OF COLD PLANING THE TRANSITIONS TO THE OVERLAY TYPICAL FOR THE STP 2623(1) PAVING PROJECT SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).
7. THE COST OF PAVING THE TWO LIFTS OF TYPE IIS BASE COURSE AT THE RAIL APPROACHES AND BETWEEN THE RAILS SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U). THE COST OF PAVING THE TYPE IVS LEVELING AND WEARING COURSES AT THE RAIL APPROACHES AND TYPE IVS WEARING COURSE BETWEEN THE RAILS SHALL BE PAID AS PART OF THE STP 2623(1) PAVING PROJECT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
8. THE CONTRACTOR SHALL TAPER THE EXISTING VT 142 PAVEMENT SURFACE AT A RATE OF 1" IN 50' MINIMUM TO THE HEIGHT OF THE EXISTING RAIL HIGHWAY CROSSING OR AS DIRECTED BY THE RESIDENT ENGINEER.
9. NEW ENGLAND CENTRAL RAILROAD SHALL REPAIR ANY EXISTING RAILS THAT ARE BROKEN WITHIN THE LIMITS OF THE PAVED RAIL HIGHWAY GRADE CROSSING PRIOR TO THE CONTRACTOR'S INSTALLATION OF THE NEW ELASTOMERIC INTERFACE AS DIRECTED BY THE RESIDENT ENGINEER. ALL RAIL REPAIRS SHALL HAVE A MINIMUM LENGTH OF 30 FEET AFTER CROPPING AND SHALL BE FIELD WELDED BY RAILROAD FORCES IN ACCORDANCE WITH THE LATEST REVISIONS OF AREMA MANUAL CURRENT EDITION.



DETAIL A

NOTE
THE RAIL SEAL SHALL BE CONNECTED BY AN INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THIS DETAIL DOES NOT ILLUSTRATE THE INTERCLAMP DEVICES.

ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT ROUTE 142 - AARDOT 247-380U)		
QTY	UNIT	DESCRIPTION
236	TON	BASE COURSE TYPE IIS
** 110	RF	FURNISH & INSTALL ELASTOMERIC INTERFACE FOR GRADE CROSSING
676	SY	COLD PLANING, BITUMINOUS PAVEMENT

**** REVISED 05-13-10 BY SEH
REVISED QUANTITY AND UNITS**

VT 142 RAILROAD GRADE CROSSING

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(1)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_17
PLOT DATE:	13-MAY-2010
DRAWN BY:	HJD
CHECKED BY:	PTS
SHEET	17 OF 163

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES						
										ROADWAY	BRIDGE	FULL C.E.	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
										15			15		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	2			COLD PLANING, BITUMINOUS PAVEMENT
										150			150		CY	COMMON EXCAVATION	203.15	22	4445I	SY	US 5
										50			50		CY	SOLID ROCK EXCAVATION	203.16	6.7	5434	SY	US 5 (SB)
										1			1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-	4627	SY	US 5 TOWN HIGHWAYS
										79800			79800		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	56	17824	SY	VT 142
										250			250		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	26.8	199	SY	VT 142 TOWN HIGHWAYS
										250			250		TON	AGGREGATE SHOULDERS, RAP	402.13	8	6583	SY	VT 30
										340			340		CWT	EMULSIFIED ASPHALT	404.65	9	71	SY	VT 30 TOWN HIGHWAYS
										1			1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-	555	SY	VT 119
										9900			9900		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	34	79744	SY	SUBTOTAL
										1			1		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-	56	SY	ROUNDING
											50		50		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	3	79800	SY	TOTAL
										35			35		LF	METAL HAND RAILING	525.15	2.1			SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
										3			3		CY	CONCRETE, CLASS B	541.25	0.4	4364	TON	US ROUTE 5, TYPE IVS, WEARING COURSE
											50		50		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	-	1456	TON	US ROUTE 5, TYPE IVS, LEVELING COURSE
										16			16		EACH	CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES	604.40	-	1560	TON	VT ROUTE 142 TYPE IVS, WEARING COURSE
										64			64		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-	520	TON	VT ROUTE 142 TYPE IVS, LEVELING COURSE
										63			63		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-	61	TON	VT ROUTE 142, SHOULDER WIDENING, TYPE IIS
										60			60		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III	604.418	-	576	TON	VT ROUTE 30 TYPE IVS, WEARING COURSE
										39			39		EACH	CHANGING ELEVATION OF SEWER MANHOLES	604.42	-	192	TON	VT ROUTE 30 TYPE IVS, LEVELING COURSE
										30			30		HR	POWER GRADER RENTAL	608.15	3	49	TON	VT ROUTE 119 TYPE IVS, WEARING COURSE
										95			95		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.	16	TON	VT ROUTE 119 TYPE IVS, LEVELING COURSE
										25			25		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.	500	TON	SPOT LEVELING
										55			55		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.	405	TON	US ROUTE 5, TOWN HIGHWAYS, WEARING COURSE
										95			95		HR	TRUCK RENTAL	608.37	EST.	136	TON	US ROUTE 5, TOWN HIGHWAYS, LEVELING COURSE
										95			95		HR	LOADER RENTAL, TYPE I	608.40	EST.	17	TON	VT ROUTE 142, TOWN HIGHWAYS, WEARING COURSE
										100			100		CY	STONE FILL, TYPE I	613.10	EST.	6	TON	VT ROUTE 142, TOWN HIGHWAYS, LEVELING COURSE
										230			230		LF	VERTICAL GRANITE CURB	616.21	4	6	TON	VT ROUTE 30, TOWN HIGHWAYS, WEARING COURSE
										95			95		LF	PRECAST REINFORCED CONCRETE CURB, TYPE B	616.26	4	2	TON	VT ROUTE 30, TOWN HIGHWAYS, LEVELING COURSE
										65			65		LF	REMOVING AND RESETTNG CURB	616.40	3	9866	TON	SUBTOTAL
										40			40		LF	REMOVAL OF EXISTING CURB	616.41	3	34	TON	ROUNDING
										470			470		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	22.2	9900	TON	TOTAL
										830			830		SF	DETECTABLE WARNING SURFACE	618.30	10			
										164			164		EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-			
										4000			4000		HR	UNIFORMED TRAFFIC OFFICERS	630.10	-			

MODEL: Default

CLD 08-0324 z06d0214.dgn

PROJECT NAME:	BRATTLEBORO	FILE NAME:	/pave/06d214/pd214	PLOT DATE:	3/19/2010
PROJECT NUMBER:	STP 2623(1)	PROJECT LEADER:	PTS	DRAWN BY:	WWG
		DESIGNED BY:	NLL	CHECKED BY:	PTS/NLL
		IPARM FILE NAME:	06D214_18	SHEET	18 OF 163

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS			DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES					
										ROADWAY	BRIDGE NO. 7	FULL C.E.	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITY	UNIT	ITEMS
										10975			10975		HR	FLAGGERS	630.I5	EST.			
										80			80		HR	FLAGGERS, RAILROAD	630.20	-			
												0.5	0.5		LS	FIELD OFFICE, ENGINEERS	63I.I0	-			
												0.5	0.5		LS	TESTING EQUIPMENT, CONCRETE	63I.I6	-			
												0.5	0.5		LS	TESTING EQUIPMENT, BITUMINOUS	63I.I7	-			
												1950	1950		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	63I.26	-			
										0.5			0.5		LS	MOBILIZATION/DEMOBILIZATION	635.II	-			
										1			1		LS	TRAFFIC CONTROL (STP 2623(I))	64I.I0	-			
										0.50			0.50		LS	PUBLIC RELATIONS OFFICER	64I.I2	-			
										7			7		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	64I.I5	-			
										20900			20900		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	164			
										39200			39200		LF	DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA	646.406	125			
										19200			19200		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	103			
										19400			19400		LF	DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA	646.416	59			
										350			350		LF	DURABLE 8 INCH WHITE LINE, THERMOPLASTIC	646.442	7			
										30			30		LF	DURABLE 8 INCH YELLOW LINE, THERMOPLASTIC	646.452	3			
										900			900		LF	DURABLE 24 INCH STOP BAR, RECESSED TYPE ITAPE	646.487	-			
										311			311		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
										2525			2525		LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	15			
										4			4		EACH	DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC	646.512	-			
										120900			120900		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	282			
										78600			78600		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	184			
										1000			1000		LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	25			
										700			700		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	14			
										60			60		LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.652	6			
										2020			2020		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	6			
										311			311		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
										5050			5050		LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	30			
										8			8		EACH	TEMPORARY RAILROAD CROSSING SYMBOL, PAINT	646.712	-			
										1550			1550		EACH	LINE STRIPING TARGETS	646.76	31			
										600			600		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	-			
										300			300		SY	GEOTEXTILE UNDER STONE FILL	649.31	-			
										35			35		LB	SEED	65I.I5	EST.			
										255			255		LB	FERTILIZER	65I.I8	EST.			
										1			1		TON	AGRICULTURAL LIMESTONE	65I.20	EST.			
										1			1		TON	HAY MULCH	65I.25	EST.			
										25			25		CY	TOPSOIL	65I.35	-			
										950			950		SY	TEMPORARY EROSION MATTING	653.20	43			
										980			980		SF	TRAFFIC SIGNS, TYPE A	675.20	15.2			
										2000			2000		LF	FLANGED CHANNEL SIGN POST	675.30I	5			

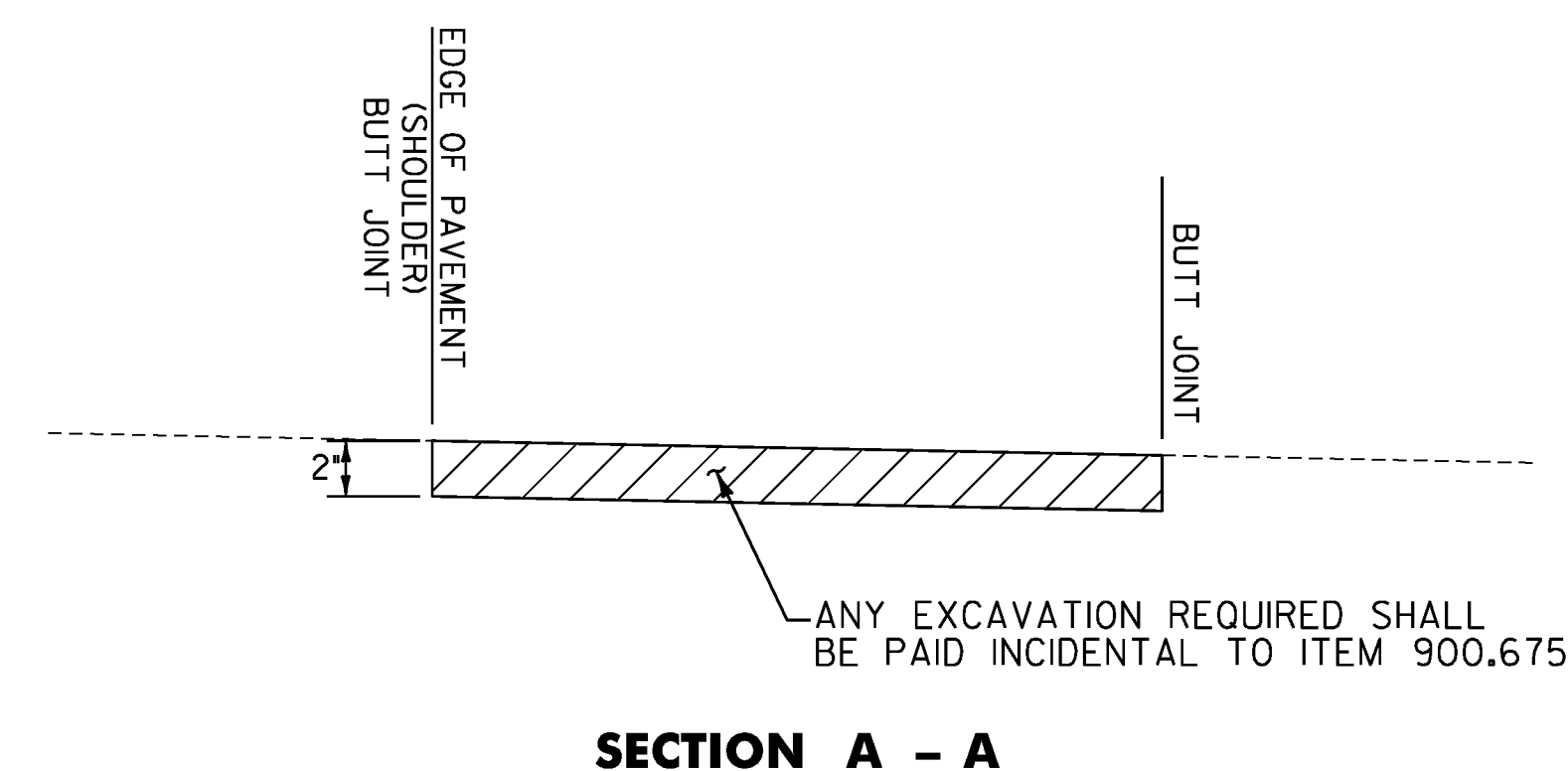
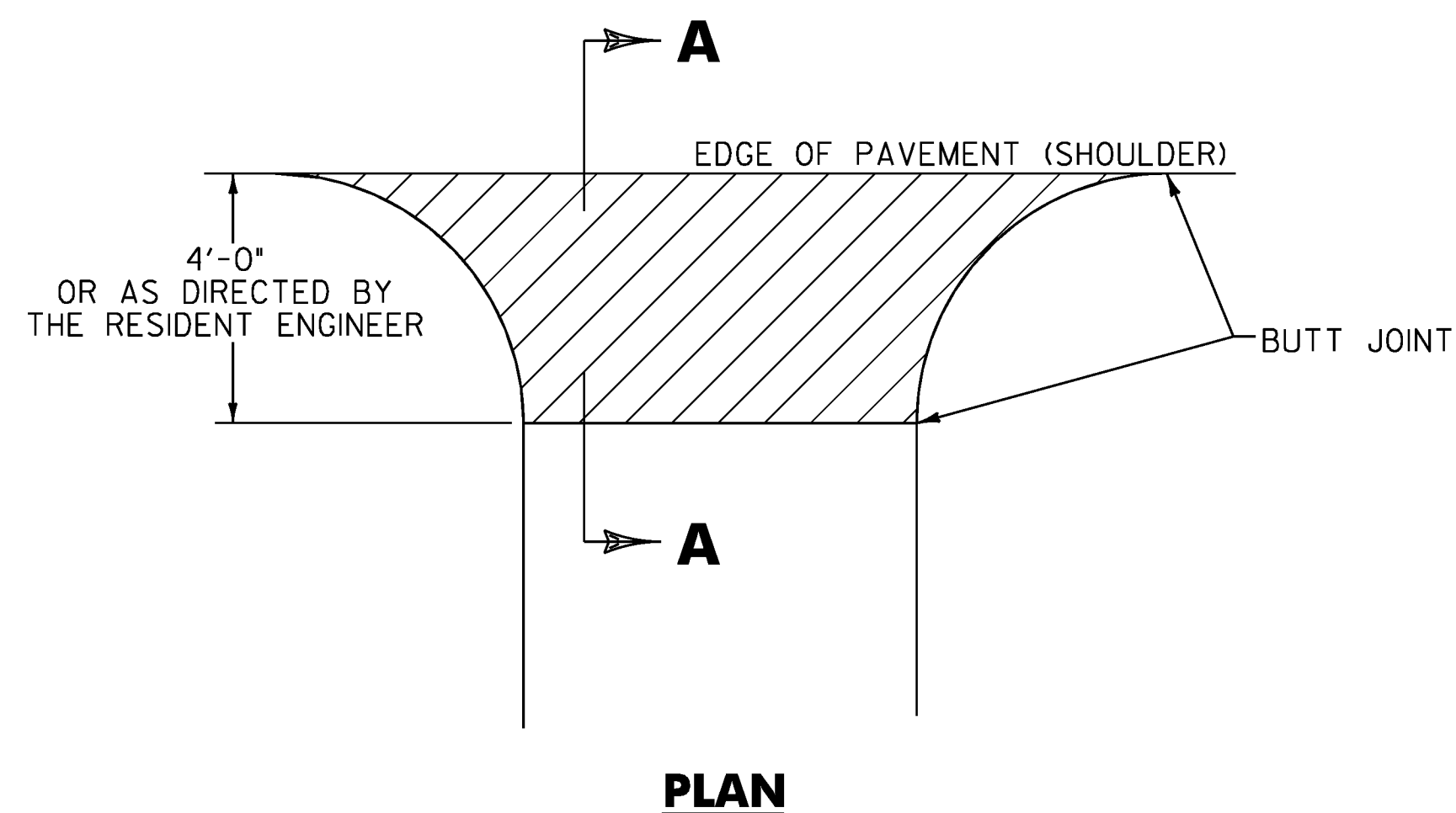
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 PROJECT NUMBER: STP 2623(I)
 FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214.I9
 PLOT DATE: 09-APR-2010
 DRAWN BY: WWG
 CHECKED BY: PTS/NLL
 SHEET 19 OF 163

MODEL: Default

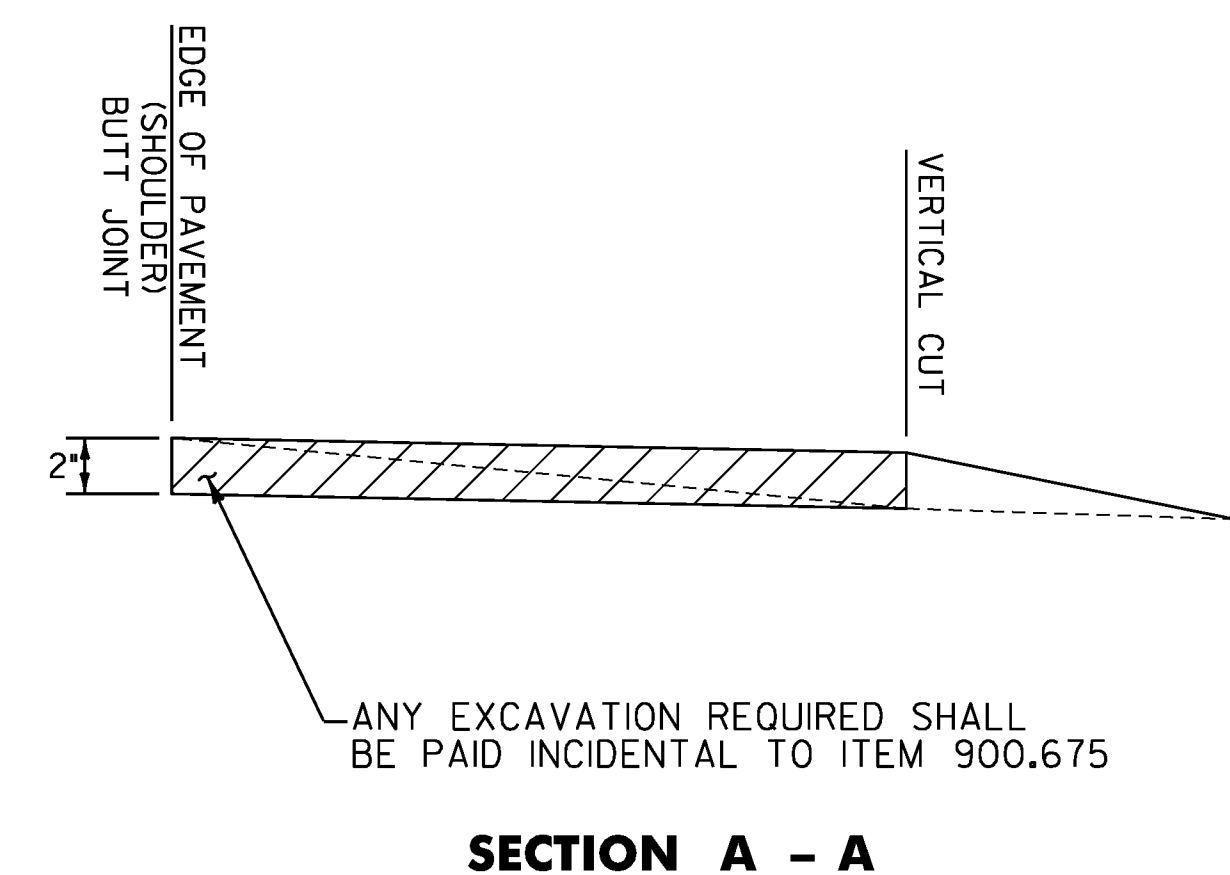
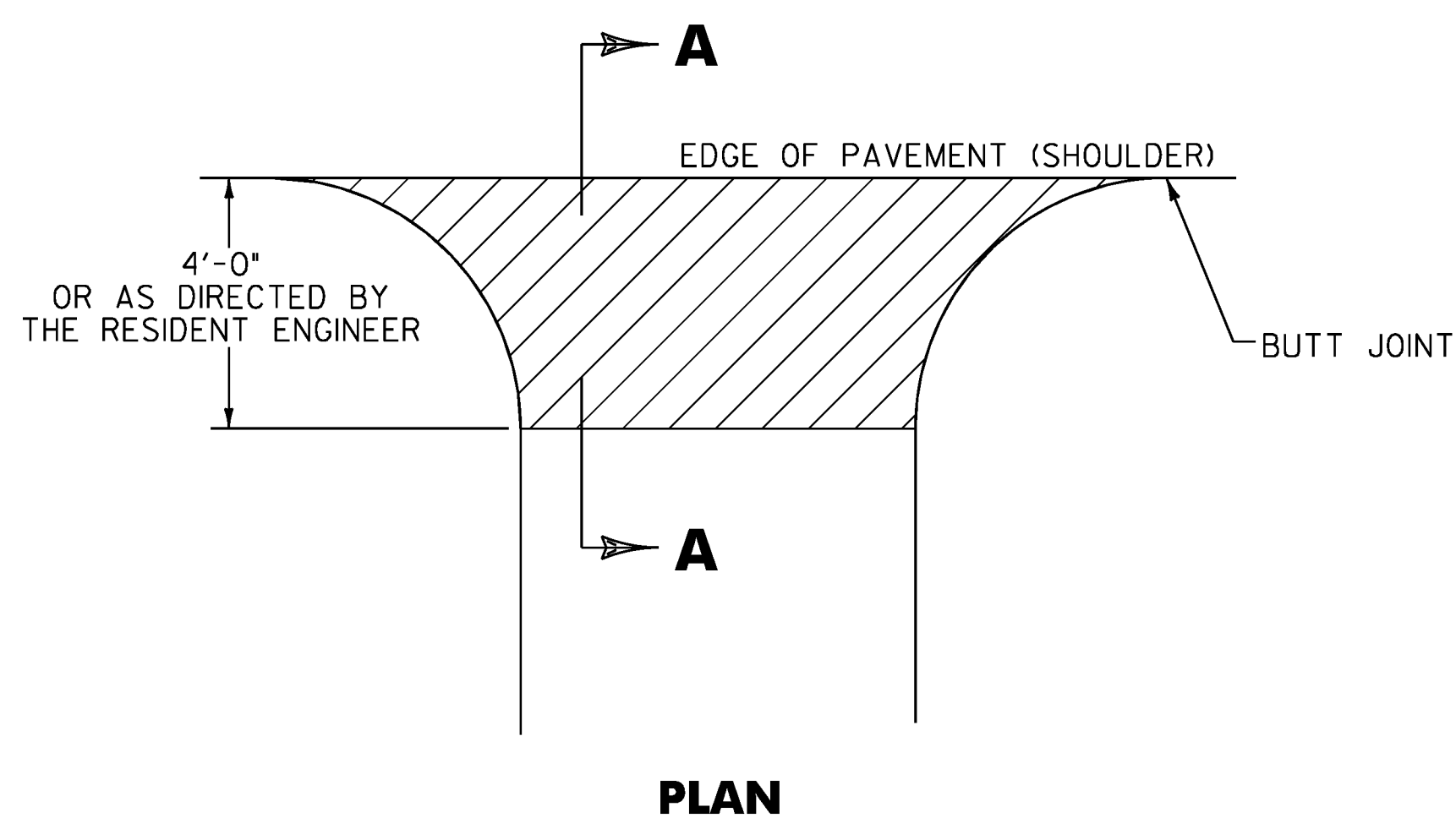
CLD 08-0324 z06D0214.dgn

STATION	POSITION	QUANTITY (SY)
BRATTLEBORO		
US 5		
62+89	LT	16.0
63+81	LT	17.5
84+45	RT	15.6
85+01	RT	10.0
92+07	LT	17.7
96+05	LT	19.6
101+36	RT	2.5
101+79	RT	2.0
102+33	RT	6.7
102+74	RT	3.3
A 7+30	RT	21.7
134+77	LT	6.7
135+28	LT	7.1
139+39	LT	10.2
140+83	LT	11.1
147+77	LT	12.8
149+52	RT	6.7
149+55	LT	4.0
150+86	RT	8.9
151+00	LT	6.7
151+42	LT	5.6
152+35	LT	6.7
152+60	LT	5.6
153+68	LT	4.9
155+45	RT	12.0
156+43	LT	8.9
157+22	RT	11.1
US 5 SOUTH		
225+75	LT	33.0
226+57	LT	11.1
228+35	RT	12.8
226+97	LT	9.3
229+51	RT	17.8
232+45	RT	10.2
233+29	RT	9.4
SUBTOTAL 1		365.2

STATION	POSITION	QUANTITY (SY)
US 5 SOUTH		
234+56	RT	12.0
236+13	RT	8.3
VT 142		
58+36	LT	12.4
61+08	LT	48.9
67+63	LT	44.9
69+76	RT	95.1
70+59	LT	18.7
72+06	LT	25.8
76+64	RT	57.8
90+44	LT	14.2
93+54	RT	64.4
101+46	RT	47.6
102+71	RT	17.8
105+24	RT	22.7
107+78	RT	22.7
112+42	RT	58.1
VT 30		
8+06	RT	15.6
10+06	RT	32.9
11.35	RT	15.6
SUBTOTAL 1		365.2
SUBTOTAL 2		635.5
ROUNDING		9.3
TOTAL		1010.0



HANDWORK DETAILS FOR PAVED DRIVES



HANDWORK DETAILS FOR GRAVEL DRIVES

NOTES:

1. PAVING LIFT NOT TO EXCEED 2"
2. THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675.
3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675.

LEGEND

 ITEM 900.675 - SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)

HANDWORK DETAIL

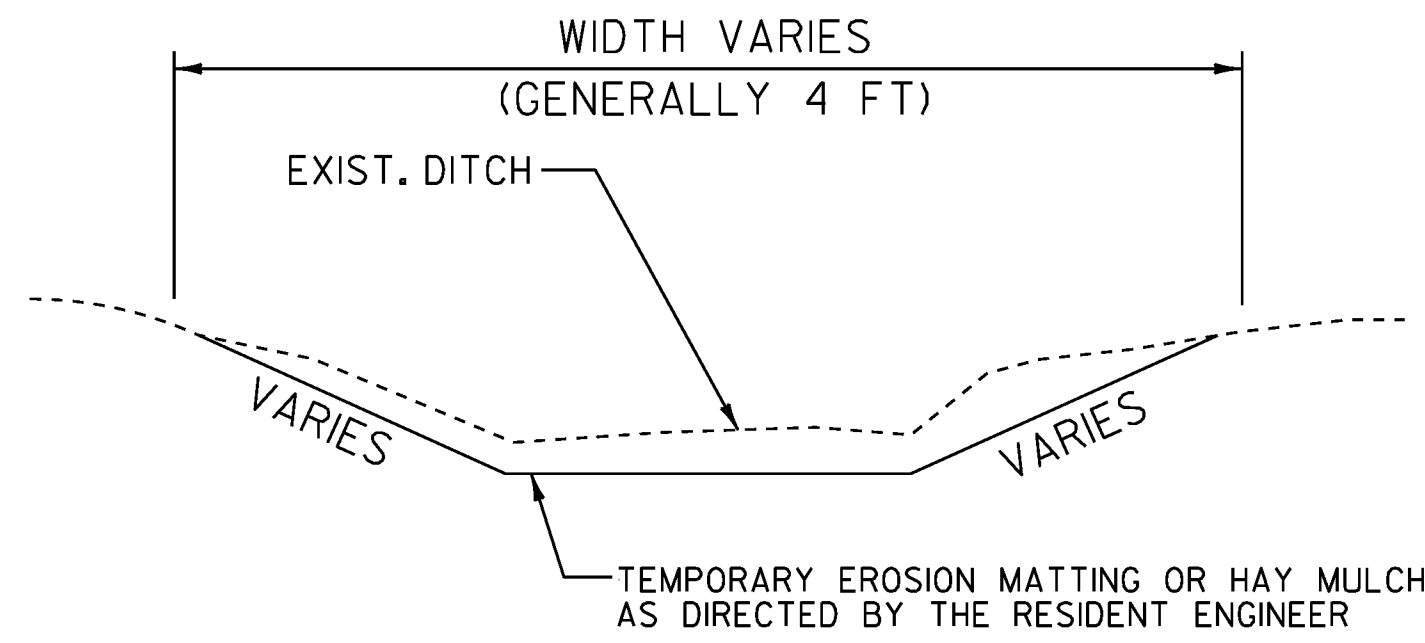
PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: WWG
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 21 OF 163
DESIGNED BY: NULL	
IPARM FILE NAME: 06D214_21	

LOCATION			CURB AND SIDEWALKS									DROP INLETS				GUARDRAIL			MISC.		REMARKS
STATION	STATION	POS.	203.15	203.16	301.28	616.21	616.26	616.40	616.41	618.10	618.30	604.40	604.412	604.415	604.418				629.20		
			COMMON EXCAV.	SOLID ROCK EXCAVATION	SUBBASE OF CRUSHED GRAV. FINE	VERTICAL GRANITE CURB	PRECAST REINFORCED CONCRETE CURB, TYPE B	REMOVING AND RESETTING CURB	REMOVAL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING SURFACE (DWS)	CHANGING ELEVATION OF D1, CB, OR MH	REHAB. D1, CB, OR MH CLASS I	REHAB. D1, CB, OR MH CLASS II	REHAB. D1, CB, OR MH CLASS III	ADJUST ELEVATION OF VALVE BOX					
			(CY)	(CY)	(TON)	(LF)	(LF)	(LF)	(LF)	(SY)	(SF)	(EA)	(EA)	(EA)	(EA)				(EA)		
BRATTLEBORO																					
57+40	157+97	LT/RT										16	42	42	41				133		
59+66	59+73	RT	1.0		1.2					3.39.29	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 59+71		
59+87	59+93	LT	1.0		1.0			-6.0-7.0	9.33	-3.1-7.7	+10.0-18								CONSTRUCT CONCRETE LANDING W/DWS @ 59+93		
60+45	60+50	RT	1.2		1.2					-3.98.96	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 60+48		
60+45	60+50	LT	1.0		1.2					-3.37.33	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 60+48		
64+22	64+29	LT	2.7		3.0					-3.73.46	10.0								CONSTRUCT CONCRETE RAMP TYPE IW/DWS @ 64+28		
64+53	64+74	RT	2.6		2.8	+14.0			+19.0-6	-8.411.73	10.0								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 64+65		
64+62	64+74	LT	3.2		3.6			-9.017.83		10.68.63	+10.0-13								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 64+65		
70+23	70+28	LT	0.7		0.8				5.0	-2.29.46	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 70+26		
70+62	70+69	LT	3.2		3.6				4.58	+10.610.19	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 70+66		
70+84	70+89	LT	0.7		0.8					-2.28.24	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 70+87		
70+84	70+89	RT	0.7		0.8					2.20.89	+10.0-15								CONSTRUCT CONCRETE LANDING W/DWS @ 70+88		
71+30	71+42	RT	2.0		2.2					6.7	+10.0-8								CONSTRUCT CONCRETE LANDING W/DWS @ 71+35		
72+64	72+72	LT	1.7		1.8					-5.67.98	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 72+71		
73+19	73+22	LT	0.7		0.8					-2.25.98	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 73+20		
73+44	73+54	LT	0.7		0.8					-2.27.18	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 73+51		
73+48	73+53	RT	0.8		1.0			12.82	9.41	-2.815.35	+10.0-20								CONSTRUCT CONCRETE LANDING W/DWS @ 73+51		
74+02	74+08	RT	0.8		1.0			12.0		-2.8-4.1	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 74+04		
79+50	79+61	LT	2.0		2.2					-6.74.88	+10.0-8								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 79+57		
80+21	80+25	LT	0.7		0.8					-2.210.41	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 80+20		
80+18	80+26	RT	1.4		1.4					-4.4-4.91	+10.0-8								CONSTRUCT CONCRETE LANDING W/DWS @ 80+20		
80+67	80+81	RT	2.2		2.4					-7.28.33	10.0								CONSTRUCT SIDEWALK LANDING W/DWS @ 80+74		
87+40	87+53	LT						7	3.87	6.70	12								NEW RAMP AT BIRGE STREET		
87+70	87+73	RT	1.0		1.0	12				-3.1-8.36	+10.0-18								CONSTRUCT CONCRETE LANDING W/DWS @ 87+75		
87+89	88+17	LT	8.5		9.2	-82.054.3		13		27.8-29.93	+10.0-16								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 87+93, SEE DETAIL ON SHEET I3		
88+18	88+29	RT	3.4		3.8					-11.1-9.17	+10.0-20								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 88+21		
91+80	91+89	RT	0.8		0.8					-2.7-6.7	+10.0-8								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 91+87		
92+10	92+20	RT	0.7		0.8			6.67		-2.2-2.82	+10.0-8								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 92+12		
93+09	93+21	RT	0.7		0.8			7.5		-2.2-4.58	+10.0-8								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 93+19		
93+39	93+49	RT	0.8		0.8					-2.7-2.19	+10.0-8								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 93+44		
93+83	93+92	LT	0.8		1.0					-2.817.96	10.0								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 93+90		
94+13	94+18	LT	0.8		1.0					2.8	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 94+16		
98+04	98+11	LT	1.4		1.6					-4.710.45	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 98+09		
98+70	98+74	LT	0.7		0.8					-2.2-36.40	10.0								CONSTRUCT RAMP & LANDING W/DWS @ 98+71		
SUBTOTAL			50.6	0.0	56.0	96.0	0.0	15.0	19.0	160.6	320.0	16	42	42	41				133		
ITEM DETAIL SUMMARY SHEET 1																					
PROJECT NAME: BRATTLEBORO																					
PROJECT NUMBER: STP 2623(I)																					
FILE NAME: /pave/06d214/pd214										PLOT DATE: 05-APR-2010											
PROJECT LEADER: PTS										DRAWN BY: WWG											
DESIGNED BY: NULL										CHECKED BY: NULL/PTS											
IPARM FILE NAME: 06D214_22										SHEET 22 OF 163											

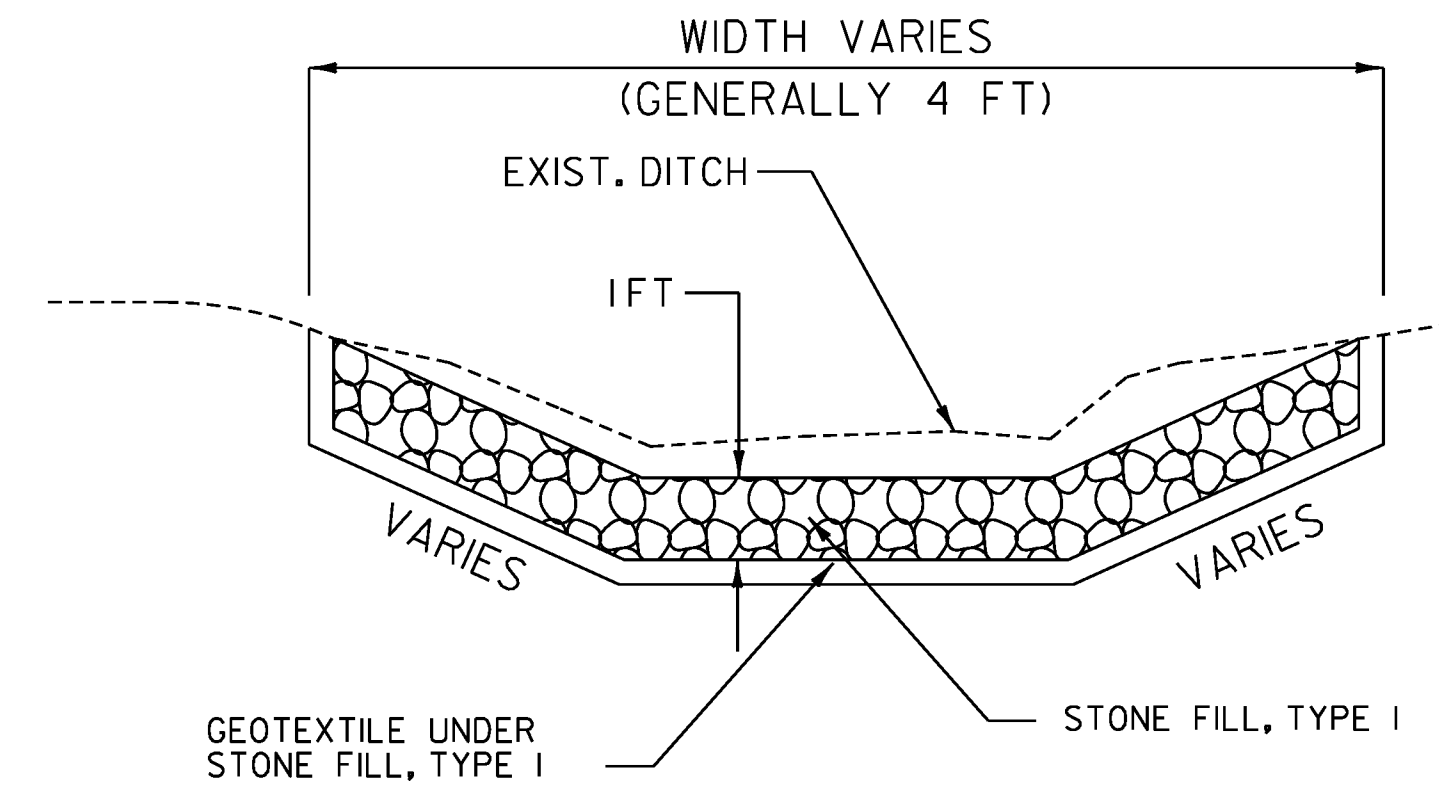
LOCATION			CURB AND SIDEWALKS								DROP INLETS				GUARDRAIL			MISC.		REMARKS
STATION	STATION	POS.	203.15	203.16	301.28	616.21	616.26	616.40	616.41	618.10	618.30	604.40	604.412	604.415	604.418				629.20	
			COMMON EXCAV.	SOLID ROCK EXCAVATION	SUBBASE OF CRUSHED GRAV. FINE	VERTICAL GRANITE CURB	PRECAST REINFORCED CONCRETE CURB, TYPE B	REMOVING AND RESETTING CURB	REMOVAL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING SURFACE (DWS)	CHANGING ELEVATION OF DI, CB, OR MH	REHAB. DI, CB, OR MH CLASS I	REHAB. DI, CB, OR MH CLASS II	REHAB. DI, CB, OR MH CLASS III	ADJUST ELEVATION OF VALVE BOX				
			(CY)	(CY)	(TON)	(LF)	(LF)	(LF)	(LF)	(SY)	(SF)	(EA)	(EA)	(EA)	(EA)				(EA)	
98+82	98+96	LT	2.5		2.8					8.3	-10.0	INCLUDED WITH 98+ TO	98+96							CONSTRUCT RAMP TYPE 6 W/DWS @ 98+87
	99+00	RT								5.95	16.0									
99+43	99+49	RT	1.6		1.8					5.3	11.7									CONSTRUCT CONCRETE LANDING W/DWS @ 99+44
105+62	105+70	RT	1.0		1.0					3.1	-10.0	8								CONSTRUCT CONCRETE LANDING W/DWS @ 105+65
106+13	106+18	RT	0.7		0.8					13.34										CONSTRUCT CONCRETE LANDING W/DWS @ 106+13
	107+15	RT								2.2	10.0									
109+12	109+52	LT	5.4		6.0	74.0				12.10	9.0									CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 109+42
				22.01	10.88					17.8	10.0	TOWN WILL	INSTALL RAMPS, DWS GIVEN TO TOWN							
109+28	109+38	RT	4.2	43.3	23.6	72.7	78.0	31.9	67.7	72.16	-10.0	12								CONSTRUCT CONCRETE SIDEWALK W/DWS @ 109+40, SEE DETAIL ON SHEET 14
										72.16										
109+89	110+09	LT	2.5		2.8					8.3	10.0	TOWN WILL	INSTALL RAMPS, DWS GIVEN TO TOWN							CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 109+99
										16.8										
109+97	110+04	RT	1.0		1.2					3.3	-10.0	15								CONSTRUCT CONCRETE LANDING W/DWS @ 109+99
110+13	110+18	RT	0.8		1.0					2.8										CONSTRUCT CONCRETE SIDEWALK
110+32	110+37	LT	0.8		1.0					2.8										CONSTRUCT CONCRETE SIDEWALK
130+18	130+35	LT	3.6		2.6	17.27														CONSTRUCT CURB
130+22	130+30	RT	2.9		4.0	8.0	6			5.83										CONSTRUCT CONCRETE SIDEWALK
										7.1										
131+28	131+35	LT	1.8		1.2					10.1	-20.0	16								CONSTRUCT CONCRETE LANDING W/DWS @ 131+30 & 131+33
										3.9										
131+31	131+36	RT	1.0		1.2					10.65										CONSTRUCT CONCRETE LANDING W/DWS @ 131+35
										3.3	-10.0	16								
131+33	131+36	LT	0.3		0.4					1.78										CONSTRUCT CONCRETE LANDING W/DWS @ 131+36
										1.1	-10.0	8								
130+25	130+31	LT	0.6		1.4															REMOVE EXIST. CONCRETE SIDEWALK
131+72	131+80	LT	1.8		2.0					6.75										CONSTRUCT CONCRETE LANDING W/DWS @ 131+74
										6.0	-10.0	8								
131+89	131+94	RT	0.8		1.0		5.0			4.81										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 131+95
										2.8	-10.0	8								
134+45	134+50	RT	0.8		1.0					4.9										CONSTRUCT CONCRETE LANDING W/DWS @ 134+48
										2.8	-10.0	8								
134+45	134+50	LT	0.7		0.8					2.5										CONSTRUCT CONCRETE LANDING W/DWS @ 134+48
										2.2	10.0									
135+87	135+94	RT	0.8		1.0					5.7										CONSTRUCT CONCRETE LANDING W/DWS @ 135+91
										2.8	-10.0	8								
136+20	136+26	RT	1.2		1.2					8.34										CONSTRUCT CONCRETE LANDING W/DWS @ 136+20
										3.9	-10.0	8								
136+97	137+03	LT	0.7		0.8					6.42										CONSTRUCT CONCRETE LANDING W/DWS @ 137+00
										2.2	10.0									
137+34	137+40	LT	0.8		1.0					2.34										CONSTRUCT CONCRETE LANDING W/DWS @ 137+34
										2.8	-10.0	9								
137+50	137+56	RT	0.5		0.6					1.93										CONSTRUCT CONCRETE LANDING W/DWS @ 137+52
										1.7	10.0									
137+52	137+57	LT	0.8		1.0					5.83										CONSTRUCT CONCRETE LANDING W/DWS @ 137+53
										2.8	10.0									
141+67	141+75	RT	1.0		1.2					13.1										CONSTRUCT CONCRETE LANDING W/DWS @ 141+70
										3.3	10.0									
142+02	142+07	LT	2.7		3.0	13.0		8	18.0	10.03										CONSTRUCT SIDEWALK RAMP TYPE 1W/DWS @ 142+03
										8.9	10.0									
142+03	142+13	RT	2.0		2.2					8.6										CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 142+03
										6.7	-10.0	11								
146+00	146+05	LT	0.7		0.8					5.21										CONSTRUCT CONCRETE LANDING W/DWS @ 146+02
										2.2	10.0									
146+01	146+11	RT	1.5		1.6					4.14										CONSTRUCT CONCRETE LANDING W/DWS @ 146+05
										5.0	-10.0	8								
157+65	157+72	LT	0.8		0.8					2.96										CONSTRUCT CONCRETE LANDING W/DWS @ 157+69
										2.7	-10.0	8								
157+94	158+00	LT	0.7		0.8					7.55										CONSTRUCT CONCRETE LANDING W/DWS @ 157+94
										2.2	-10.0	8								
ITEM DETAIL SUMMARY SHEET 2																				
SUBTOTAL			49.0	43.3	73.6	112.0	83.0	0.0	18.0	204.9	290.0	0	0	0	0				0	PROJECT NAME: BRATTLEBORO
			PROJECT NUMBER: STP 2623(I)																	
			FILE NAME: /pave/06d214/pd214										PLOT DATE: 05-APR-2010							
			PROJECT LEADER: PTS										DRAWN BY: WWG							
			DESIGNED BY: NULL										CHECKED BY: NULL/PTS							
			IPARM FILE NAME: 06D214_23										SHEET 23 OF 163							

LOCATION			CURB AND SIDEWALKS									DROP INLETS				GUARDRAIL			MISC.		REMARKS
STATION	STATION	POS.	203.15	203.16	301.28	616.21	616.26	616.40	616.41	618.10	618.30	604.40	604.412	604.415	604.418				629.20		
			COMMON EXCAV.	SOLID ROCK EXCAVATION	SUBBASE OF CRUSHED GRAV. FINE	VERTICAL GRANITE CURB	PRECAST REINFORCED CONCRETE CURB, TYPE B	REMOVING AND RESETTING CURB	REMOVAL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING SURFACE (DWS)	CHANGING ELEVATION OF D1, CB, OR MH	REHAB. D1, CB, OR MH CLASS I	REHAB. D1, CB, OR MH CLASS II	REHAB. D1, CB, OR MH CLASS III				ADJUST ELEVATION OF VALVE BOX		
			(CY)	(CY)	(TON)	(LF)	(LF)	(LF)	(LF)	(SY)	(SF)	(EA)	(EA)	(EA)	(EA)				(EA)		
SOUTHBOUND																					
221+07	238+17	LT/RT											9	9	9						
223+57	223+75	RT	3.6		7.2	18.0															
224+69	224+76	RT	0.8		1.0					2.8	10.0								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 124+74		
225+96	225+03	LT								1.74	8.0										
228+53	228+57	LT	0.5		0.6					1.7	7.47								CONSTRUCT CONCRETE LANDING W/DWS @ 128+55		
228+78	228+88	LT	2.0		2.2					6.7	3.29								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 128+79		
229+01	229+06	LT	0.8		1.0					2.8	3.03								CONSTRUCT CONCRETE LANDING W/DWS @ 129+04		
230+78	230+87	LT	1.7		1.8					5.6	2.9								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 130+83		
231+09	231+15	LT	1.0		1.2					3.3	5.08								CONSTRUCT CONCRETE LANDING W/DWS @ 131+11		
231+31	231+33	LT	0.7		0.8					2.2	3.58								CONSTRUCT CONCRETE LANDING W/DWS @ 131+32		
231+40	231+43	LT	0.7		0.8					2.2	1.94								CONSTRUCT CONCRETE LANDING W/DWS @ 131+41		
231+59	231+67	LT	3.4		3.8					11.1	1.94								CONSTRUCT CONCRETE LANDING W/DWS @ 131+64 & 131+64 CONSTRUCT CONCRETE MEDIAN ISLAND CUT THRU		
231+62	231+66	RT/LT	1.5		1.6					5.0	3.48								CONSTRUCT CONCRETE PAD W/DWS @ 131+64		
233+66	233+73	RT	1.2		1.4					4.0	2.99								CONSTRUCT CONCRETE LANDING W/DWS @ 133+70		
233+68	233+73	LT	1.0		1.2					3.3	5.85								CONSTRUCT CONCRETE LANDING W/DWS @ 133+71		
235+08	235+15	LT	1.2		1.2					3.9	3.01								CONSTRUCT CONCRETE LANDING W/DWS @ 135+11		
235+09	235+14	RT	0.8		1.0					2.8	4.39								CONSTRUCT CONCRETE LANDING W/DWS @ 135+11		
237+55	237+62	RT	0.8		1.0					2.8	10.0								CONSTRUCT CONCRETE LANDING W/DWS @ 137+60		
237+86	237+97	LT	0.7		0.8					2.2	6.69								CONSTRUCT CONCRETE LANDING W/DWS @ 137+90		
VT 30																					
0+00	18+55	LT/RT										0	7	7	6				8		
0+05	0+12	RT	1.4		1.4					4.4	9.2								CONSTRUCT CONCRETE LANDING W/DWS @ 0+07		
8+13	8+19	LT	0.8		1.0					2.8	5.58								CONSTRUCT CONCRETE LANDING W/DWS @ 8+17		
8+22	8+30	RT	1.8		2.0					6.0	10.0								CONSTRUCT SIDEWALK RAMP TYPE 6 W/DWS @ 8+25		
17+48	17+60	LT	2.0		2.2					6.7	8.02								CONSTRUCT SIDEWALK RAMP TYPE IW/DWS @ 17+54		
VT 119																					
40+00	42+50	LT/RT										0	1	1	0				1		
42+03	42+50	RT						47.0													
VT 142																					
57+97	114+69	LT/RT										0	5	4	4				22		
58+19.0	100+75.0	RT			58.4																
SUBTOTAL SHEET 22			50.6	0.0	56.0	96.0	0.0	15.0	19.0	160.6	320.0	16	42	42	41				133		
SUBTOTAL SHEET 23			49.0	43.3	73.6	112.0	83.0	0.0	18.0	204.9	290.0	0	0	0	0				0		
SUBTOTAL SHEET 24			28.4	0.0	93.6	18.0	8.0	47.0	0.0	82.3	210.0	0	22	21	19				31		
TOTAL ROUNDING			22.0	6.7	26.8	4.0	4.0	3.0	3.0	22.2	10.0	0	0	0	0				0		
PROJECT TOTAL			150.0	50.0	250.0	230.0	95.0	65.0	40.0	470.0	830.0	16	64	63	60				164		
ITEM DETAIL SUMMARY SHEET 3																					
PROJECT NAME: BRATTLEBORO																					
PROJECT NUMBER: STP 2623(1)																					
FILE NAME: /pave/06d214/pd214 PLOT DATE: 05-APR-2010																					
PROJECT LEADER: PTS DRAWN BY: WWG																					
DESIGNED BY: NLL CHECKED BY: NLL/PTS																					
IPARM FILE NAME: 06D214_24 SHEET 24 OF 163																					

LOCATION				FEET OF DITCHING			MISC. ITEMS				REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			653.20	613.10	613.11	649.31	
				0-1	1-2.5	2.5-10	TEMP. EROS. MATT.	STONE FILL TYP. I	STONE FILL TYP. II	GEOT. UNDER STONE FILL	
BRATTLEBORO VT 142				LF	LF	LF	SY	CY	CY	SY	
1	72+40	84+40	LT	1200			400				
2	77+40	92+60	RT	1520			507				
BRATTLEBORO SUBTOTAL							907	0	0	0	
EROSION REPAIR								100		300	
PROJECT SUBTOTALS							907	100		300	
ROUNDINGS							43	0		0	
PROJECT TOTALS							950	100		300	



**DITCH DETAIL < 2.5 PERCENT
NOT TO SCALE**



**DITCH DETAIL > 2.5 PERCENT
NOT TO SCALE**

SEEDING FORMULA
RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
38	32	CREeping RED FESCUE	98	90
29	24	SPARTAN HARD FESCUE	95	85
15	12	AZAY SHEEP'S FESCUE	95	87
15	12	ANNUAL RYE GRASS	95	90
3	--	INERTS	--	--
100.0	80 LB/A			

NOTES

- SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEED ITEM 651.15: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- FERTILIZER ITEM 651.18: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)
- AGRICULTURAL LIMESTONE ITEM 651.20: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- HAY MULCH ITEM 651.25: TO BE PLACED ON THE EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- TOPSOIL ITEM 651.35: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- GRADES LESS THAN 1 PERCENT SHALL USE ITEM 651.15, SEED AND ITEM 651.25, HAY MULCH. GRADES BETWEEN 1 AND 2.5 PERCENT SHALL USE ITEM 651.25, HAY MULCH OR ITEM 653.20, TEMPORARY EROSION MATTING AS DIRECTED BY THE RESIDENT ENGINEER. GRADES OVER 2.5 PERCENT SHALL USE ITEM 649.31, GEOTEXTILE UNDER STONE FILL AND ITEM 613.10, STONE FILL TYPE I AS DIRECTED BY THE RESIDENT ENGINEER.
- PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGHOUT THE PROJECT, SHALL BE PERFORMED AT LOCATIONS INDICATED ON THIS SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).

DITCH CLEANING SHEET

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(1)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_25	SHEET 25 OF 163

MODEL: Defoult

CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 57+10 TO 59+34 SOLID LT
 57+38 TO 59+58 SOLID RT
 57+42 TO 59+57 SOLID RT (LANE LINE)
 60+51 TO 61+50 SOLID LT
 60+51 TO 61+50 SOLID RT
 60+58 TO 61+50 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 59+78 TO 59+97 SOLID RT (TH 530)
 60+20 SOLID RT (TH 530) (LANE LINE)
 60+31 TO 60+43 SOLID RT (TH 530)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 57+40 TO 59+47 DOUBLE SOLID LT
 60+58 TO 61+50 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 60+10 DOUBLE SOLID RT (TH 530)
 60+15 DOUBLE SOLID LT

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 59+69 TO 59+93 RT TO LT
 59+74 TO 60+41 RT
 59+94 TO 60+45 LT
 60+47 TO 60+48 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 59+45 LT TO RT
 59+57 RT
 59+92 TO 60+12 LT (PLAZA DR)
 60+09 TO 60+19 RT (TH 530)
 60+19 TO 60+34 RT (TH 530)
 60+58 LT TO RT

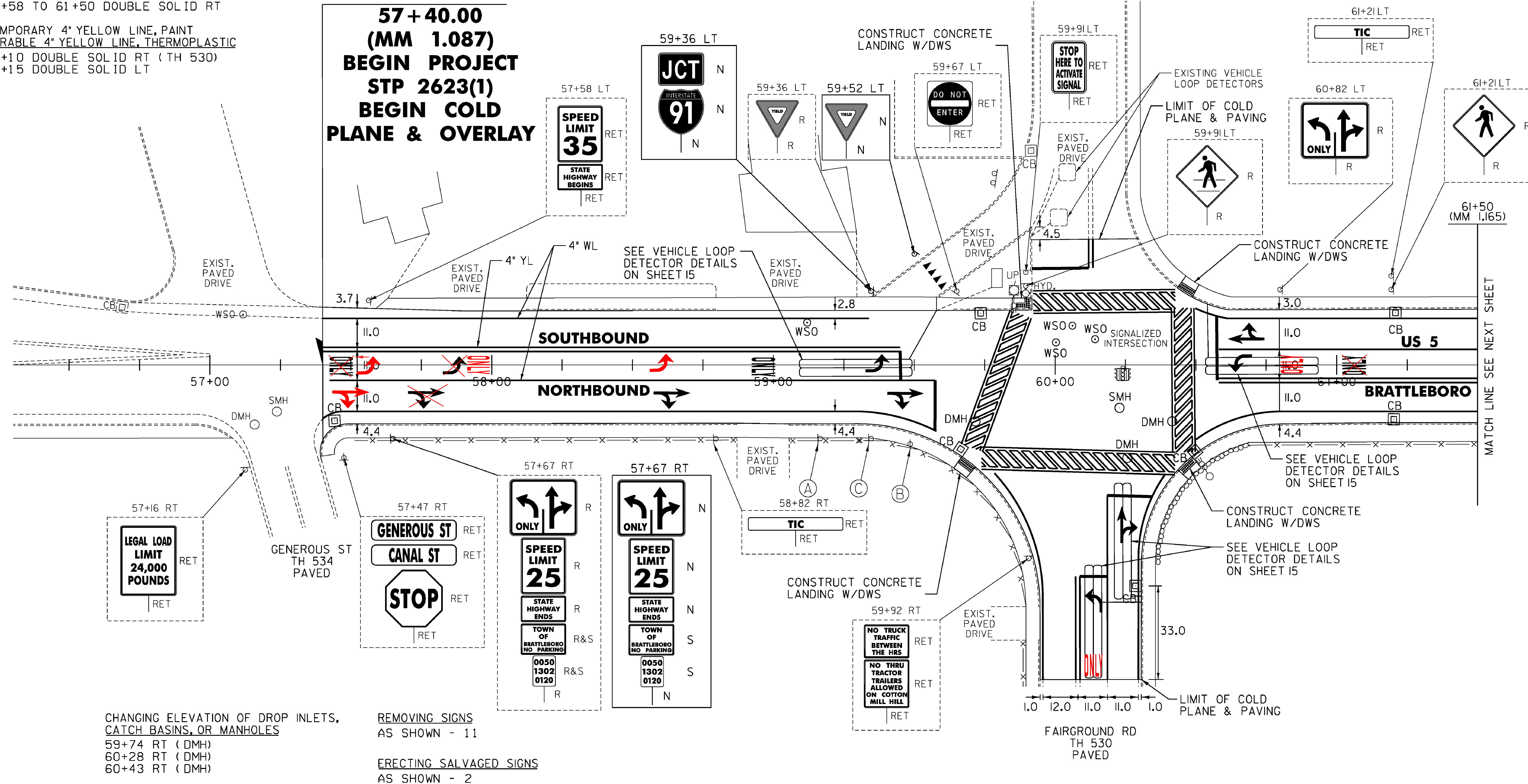
TEMPORARY LETTER OR SYMBOL, PAINT
 57+74 RT - RIGHT TURN ARROW
 57+75 RT - THRU ARROW
 57+86 RT - LEFT TURN ARROW
 58+62 RT - RIGHT TURN ARROW
 58+63 RT - THRU ARROW
 59+36 RT - LEFT TURN ARROW
 59+44 RT - RIGHT TURN ARROW
 59+45 RT - THRU ARROW
 60+14 RT - LEFT TURN ARROW (TH 530)
 60+24 RT - THRU ARROW (TH 530)
 60+24 RT - RIGHT TURN ARROW (TH 530)
 60+66 LT - LEFT TURN ARROW
 60+68 LT - THRU ARROW
 60+69 LT - RIGHT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 57+46 RT - ONLY
 57+74 RT - RIGHT TURN ARROW
 57+75 RT - THRU ARROW
 57+86 RT - LEFT TURN ARROW
 57+86 RT - LEFT TURN ARROW
 58+62 RT - RIGHT TURN ARROW
 58+63 RT - THRU ARROW
 58+96 RT - ONLY
 59+36 RT - LEFT TURN ARROW
 59+44 RT - RIGHT TURN ARROW
 59+45 RT - THRU ARROW
 59+53 TO 59+60 LT - YIELD MARKINGS (4)
 60+14 RT - LEFT TURN ARROW (TH 530)
 60+24 RT - THRU ARROW (TH 530)
 60+24 RT - RIGHT TURN ARROW (TH 530)
 60+66 LT - LEFT TURN ARROW
 60+68 LT - THRU ARROW
 60+69 LT - RIGHT TURN ARROW
 61+06 LT - ONLY

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 59+66 TO 59+73 RT (LANDING)
 59+87 TO 59+93 LT (LANDING)
 60+45 TO 60+50 RT (LANDING)
 60+45 TO 60+50 LT (LANDING)

REMOVING AND
 RESETTING CURB
 59+87 TO 59+93 LT

US 5
57+40.00
(MM 1.087)
BEGIN PROJECT
STP 2623(1)
BEGIN COLD
PLANE & OVERLAY



DETECTABLE WARNING
 SURFACE (DWS)
 59+71 RT
 59+93 LT
 60+48 RT
 60+48 LT

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 59+74 RT (DMH)
 60+28 RT (DMH)
 60+43 RT (DMH)

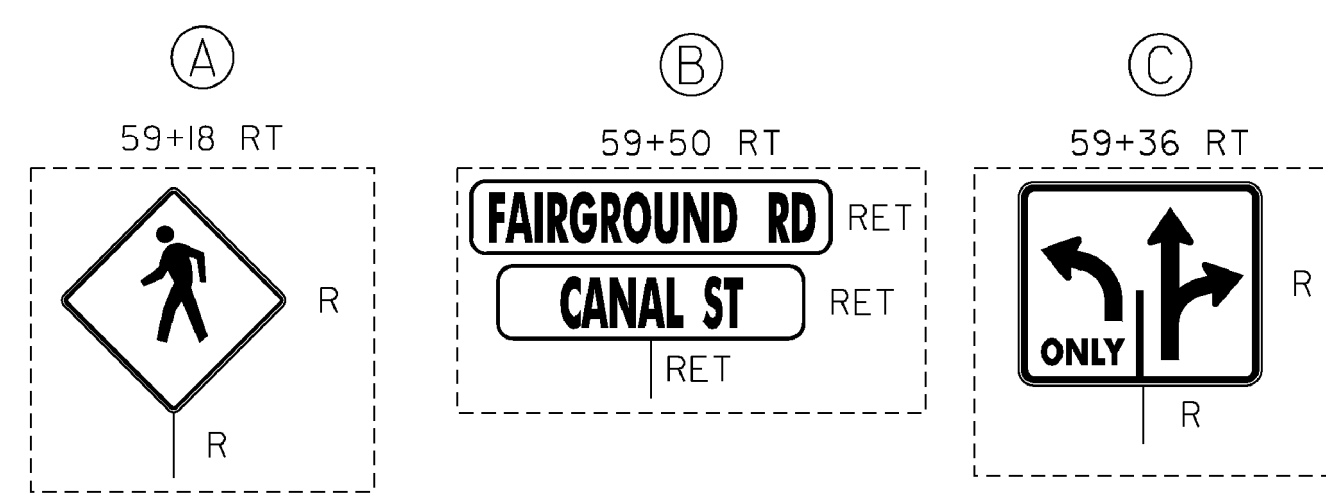
REMOVING SIGNS
 AS SHOWN - 11

ERECTING SALVAGED SIGNS
 AS SHOWN - 2

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 57+44 RT (CB)
 59+68 RT (CB)
 59+75 LT (CB)
 60+30 RT (CB) (TH 530)
 60+52 RT (CB)
 61+22 RT (CB)
 61+22 LT (CB)

CHANGING ELEVATION
 OF SEWER MANHOLES
 60+25 RT

ADJUST ELEVATION
 OF VALVE BOX
 59+12 LT
 60+02 LT
 60+08 LT
 60+16 LT



ROADWAY LAYOUT 1 US 5

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(1)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_26
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	26 OF 163

NOT TO SCALE

MODEL: DeFruit
 C.L.D. 08-0324_Z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 61+50 TO 64+26 SOLID LT
 61+50 TO 62+08 SOLID LT (LANE LINE)
 61+50 TO 64+61 SOLID RT
 62+08 TO 63+13 DOTTED LT (LANE LINE)
 62+13 TO 63+18 DOTTED RT (LANE LINE)
 63+18 TO 64+18 SOLID RT (LANE LINE)
 64+69 TO 65+50 SOLID LT
 64+69 TO 65+50 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 64+31 SOLID LT (TH 10)
 64+61 SOLID LT (TH 10)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 61+50 TO 62+08 DOUBLE SOLID RT
 62+08 TO 63+18 DOUBLE SOLID RT TO LT
 63+18 TO 64+18 DOUBLE SOLID LT
 64+69 TO 65+50 DOUBLE SOLID LT
 64+69 TO 65+50 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 64+46 DOUBLE SOLID LT (TH 10)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 64+26 TO 64+65 LT
 64+65 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 64+29 TO 64+44 LT (TH 10)

TEMPORARY LETTER OR SYMBOL, PAINT
 61+65 CL - LEFT TURN ARROW
 62+02 LT - THRU ARROW
 62+04 LT - RIGHT TURN ARROW
 64+14 CL - LEFT TURN ARROW
 64+38 LT - STOP (TH 10)

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 61+65 CL - LEFT TURN ARROW
 62+02 LT - THRU ARROW
 62+04 LT - RIGHT TURN ARROW
 62+04 CL - ONLY
 63+22 CL - ONLY
 64+14 CL - LEFT TURN ARROW
 64+38 LT - STOP (TH 10)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 64+22 TO 64+29 LT (LANDING)
 64+53 TO 64+74 RT (RAMP TYPE 6)
 64+62 TO 64+74 LT (RAMP TYPE 6)

VERTICAL GRANITE CURB
 64+53 TO 64+60 RT
 64+65 TO 64+72 RT

REMOVING AND RESETTING CURB
 64+65 TO 64+74 LT

DETECTABLE WARNING SURFACE (DWS)
 64+26 LT
 64+65 RT
 64+65 LT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 61+75 LT (CB)
 61+75 RT (CB)
 63+48 RT (CB)
 63+48 LT (CB)
 64+32 LT (CB) (TH 10)
 64+60 LT (CB) (TH 10)

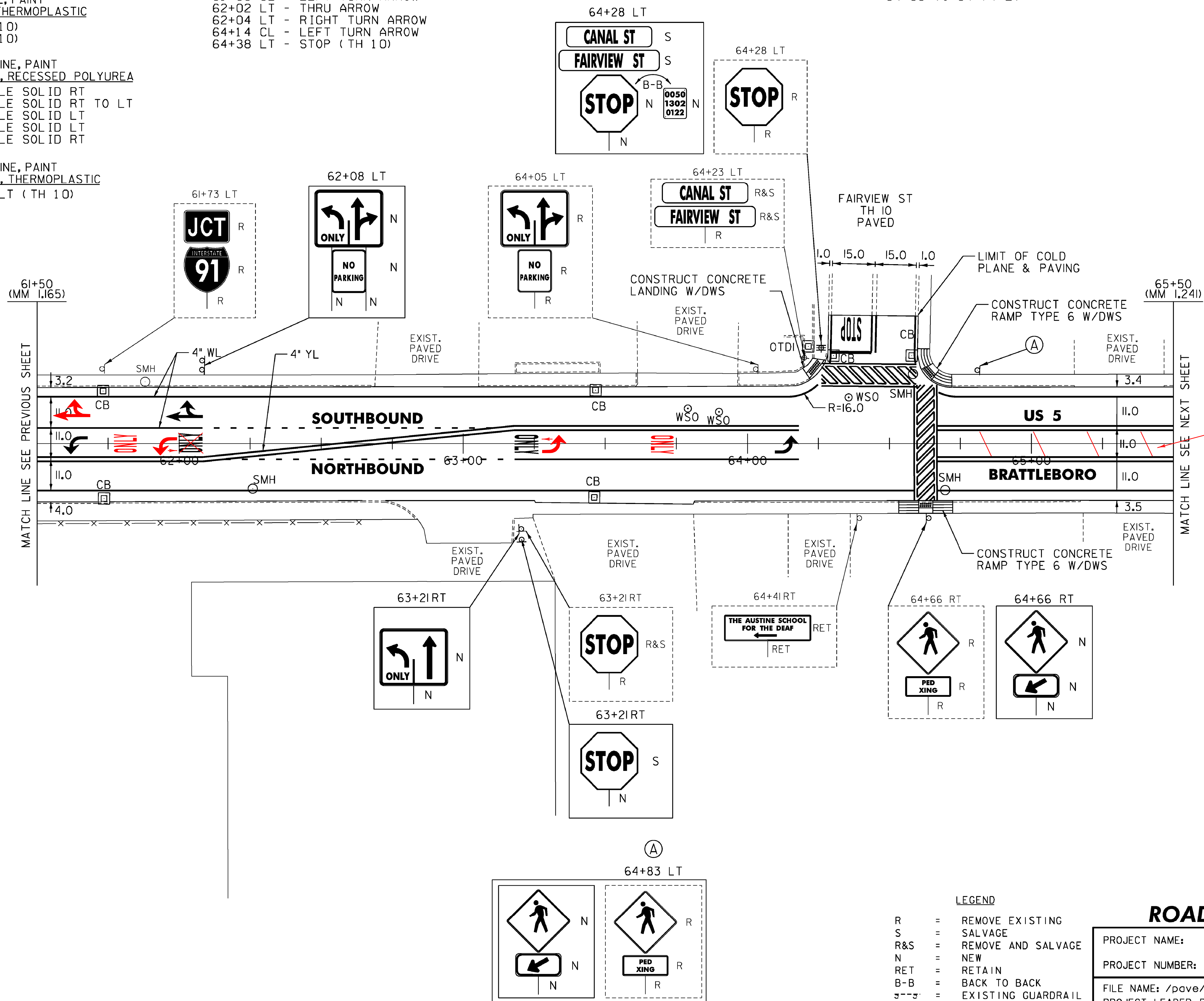
CHANGING ELEVATION OF SEWER MANHOLES
 62+28 RT
 64+60 LT
 64+71 RT

ADJUST ELEVATION OF VALVE BOX
 63+79 LT
 63+90 LT
 64+36 LT

THINNING AND TRIMMING FOR SIGNS (SEE DETAIL ON SHEET 10)
 62+08 LT

REMOVING SIGNS AS SHOWN - 12

ERECTING SALVAGED SIGNS AS SHOWN - 3



NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 2 US 5

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: MRS
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
DESIGNED BY: NLL	SHEET 27 OF 163
IPARM FILE NAME: 06D214_27	

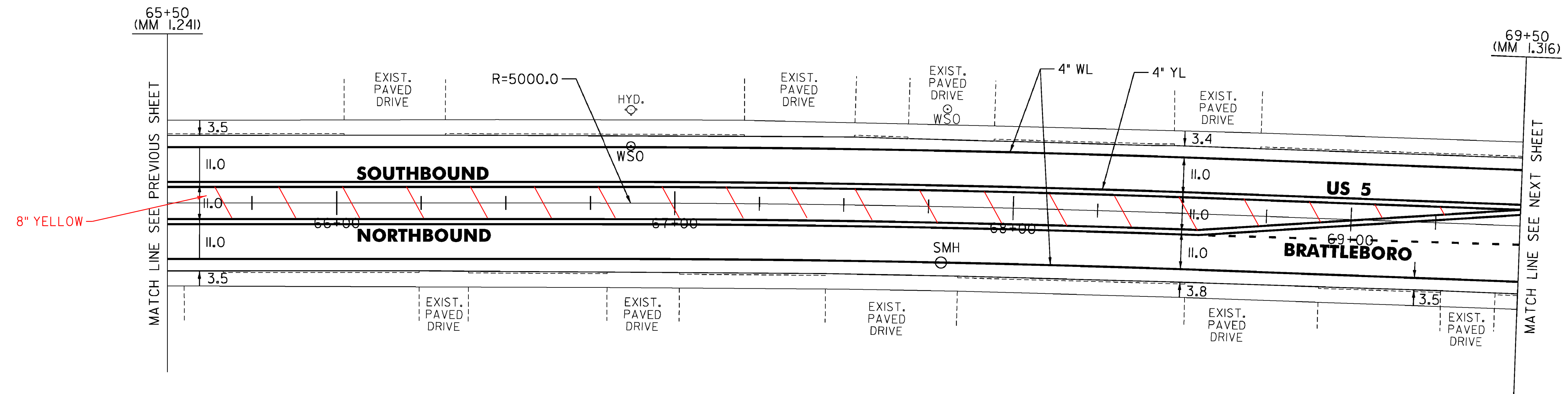
MODEL: Default
 CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 65+50 TO 69+50 SOLID LT
 65+50 TO 69+50 SOLID RT
 68+55 TO 69+50 DOTTED RT (LANE LINE)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 65+50 TO 69+50 DOUBLE SOLID LT
 65+50 TO 68+55 DOUBLE SOLID RT
 68+55 TO 69+50 DOUBLE SOLID RT TO LT

CHANGING ELEVATION
 OF SEWER MANHOLES
 67+79 RT

ADJUST ELEVATION
 OF VALVE BOX
 66+87 LT



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 3 US 5

PROJECT NAME: BRATTLEBORO	FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(1)	PROJECT LEADER: PTS	DRAWN BY: MRS
	DESIGNED BY: NULL	CHECKED BY: PTS
	IPARM FILE NAME: 06D214_28	SHEET 28 OF 163

NOT TO SCALE

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 69+50 TO 70+26 SOLID LT
 69+50 TO 69+65 DOTTED RT (LANE LINE)
 69+50 TO 70+83 SOLID RT
 69+65 TO 70+15 SOLID RT (LANE LINE)
 70+65 TO 70+82 SOLID LT
 70+89 TO 72+70 SOLID LT
 71+23 TO 71+73 SOLID LT (LANE LINE)
 71+30 TO 73+48 SOLID RT
 71+73 TO 72+23 DOTTED LT (LANE LINE)
 71+73 TO 72+23 DOTTED RT (LANE LINE)
 72+23 TO 72+73 SOLID RT (LANE LINE)
 73+21 TO 73+48 SOLID LT
 73+56 TO 74+50 SOLID LT
 73+98 TO 74+48 SOLID LT (LANE LINE)
 74+02 TO 74+50 SOLID RT
 74+48 TO 74+50 DOTTED LT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 69+50 TO 70+15 DOUBLE SOLID LT
 71+23 TO 71+73 DOUBLE SOLID RT
 71+73 TO 72+25 DOUBLE SOLID RT TO LT
 72+25 TO 72+73 DOUBLE SOLID LT
 73+98 TO 74+50 DOUBLE SOLID RT
 TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 70+45 DOUBLE SOLID LT (TH 396)
 71+12 DOUBLE SOLID RT (TH 512)
 73+00 DOUBLE SOLID LT (TH 398)
 73+80 DOUBLE SOLID RT (TH 504)

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 70+29 TO 70+43 LT (TH 396)
 71+11 TO 71+27 RT (TH 512)
 72+73 TO 72+92 LT (TH 398)
 73+79 TO 73+95 RT (TH 504)

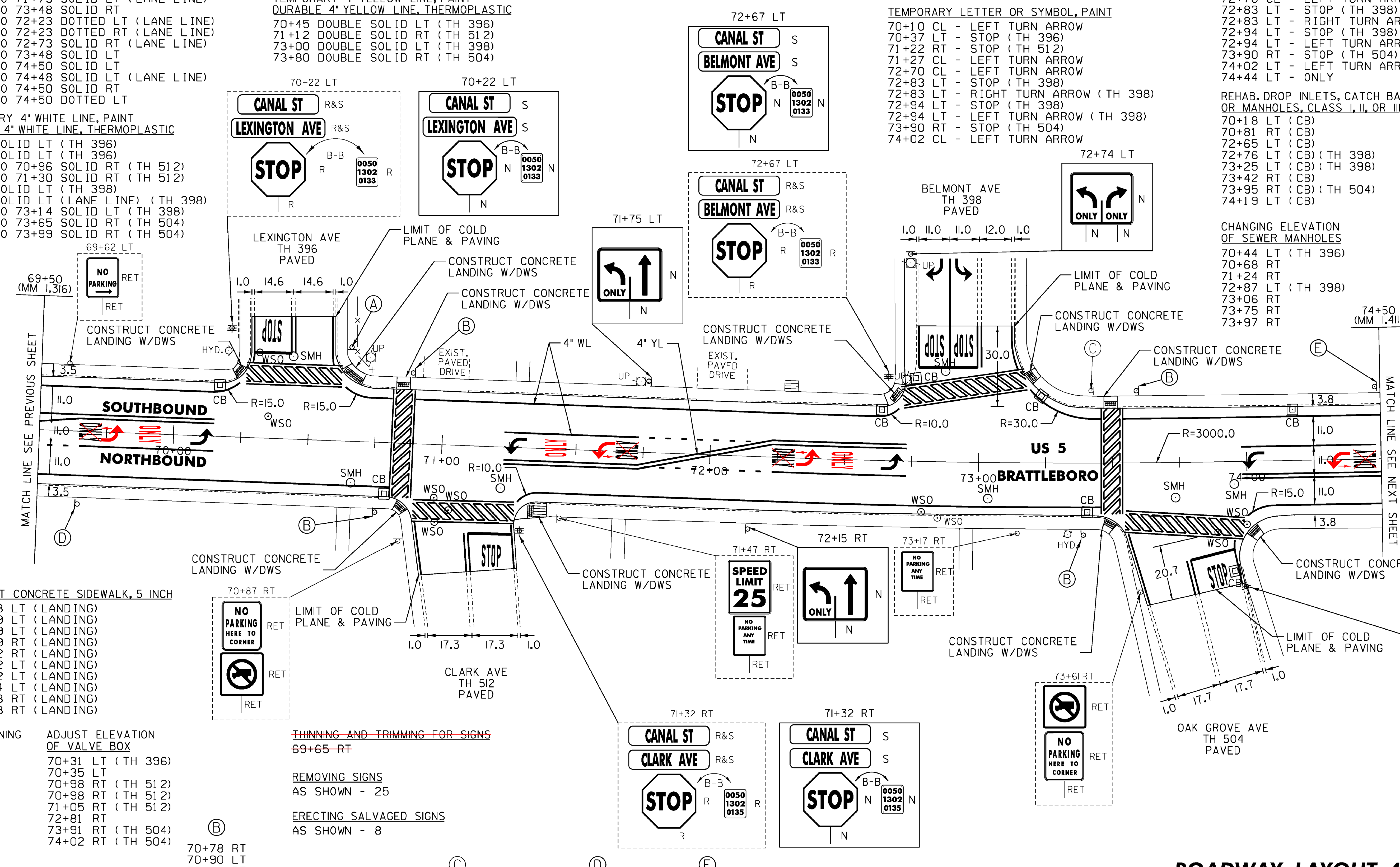
TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 70+27 TO 70+62 LT
 70+87 LT TO RT
 70+91 TO 71+31 RT
 72+72 TO 73+20 LT
 73+51 LT TO RT
 73+55 TO 74+03 RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 69+69 CL - ONLY
 70+10 CL - LEFT TURN ARROW
 70+37 LT - STOP (TH 396)
 71+22 RT - STOP (TH 512)
 71+27 CL - LEFT TURN ARROW
 71+69 CL - ONLY
 72+27 CL - ONLY
 72+70 CL - LEFT TURN ARROW
 72+83 LT - STOP (TH 398)
 72+83 LT - RIGHT TURN ARROW (TH 398)
 72+94 LT - STOP (TH 398)
 72+94 LT - LEFT TURN ARROW (TH 398)
 73+90 RT - STOP (TH 504)
 74+02 LT - LEFT TURN ARROW
 74+44 LT - ONLY
 REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 70+18 LT (CB)
 70+81 RT (CB)
 72+65 LT (CB)
 72+76 LT (CB) (TH 398)
 73+25 LT (CB) (TH 398)
 73+42 RT (CB)
 73+95 RT (CB) (TH 504)
 74+19 LT (CB)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 70+31 SOLID LT (TH 396)
 70+60 SOLID LT (TH 396)
 70+92 TO 70+96 SOLID RT (TH 512)
 71+29 TO 71+30 SOLID RT (TH 512)
 72+77 SOLID LT (TH 398)
 72+89 SOLID LT (LANE LINE) (TH 398)
 73+12 TO 73+14 SOLID LT (TH 398)
 73+57 TO 73+65 SOLID RT (TH 504)
 73+97 TO 73+99 SOLID RT (TH 504)

TEMPORARY LETTER OR SYMBOL, PAINT
 70+10 CL - LEFT TURN ARROW
 70+37 LT - STOP (TH 396)
 71+22 RT - STOP (TH 512)
 71+27 CL - LEFT TURN ARROW
 72+70 CL - LEFT TURN ARROW
 72+83 LT - STOP (TH 398)
 72+83 LT - RIGHT TURN ARROW (TH 398)
 72+94 LT - STOP (TH 398)
 72+94 LT - LEFT TURN ARROW (TH 398)
 73+90 RT - STOP (TH 504)
 74+02 CL - LEFT TURN ARROW

CHANGING ELEVATION
 OF SEWER MANHOLES
 70+44 LT (TH 396)
 70+68 RT
 71+24 RT
 72+87 LT (TH 398)
 73+06 RT
 73+75 RT
 73+97 RT



PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 70+23 TO 70+28 LT (LANDING)
 70+62 TO 70+69 LT (LANDING)
 70+84 TO 70+89 LT (LANDING)
 70+84 TO 70+89 RT (LANDING)
 71+30 TO 71+42 RT (LANDING)
 72+64 TO 72+72 LT (LANDING)
 73+19 TO 73+22 LT (LANDING)
 73+44 TO 73+54 LT (LANDING)
 73+48 TO 73+53 RT (LANDING)
 74+02 TO 74+08 RT (LANDING)

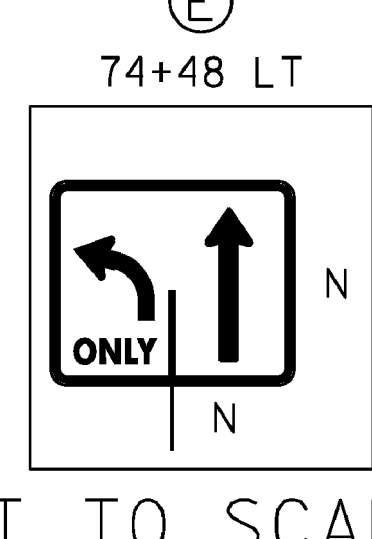
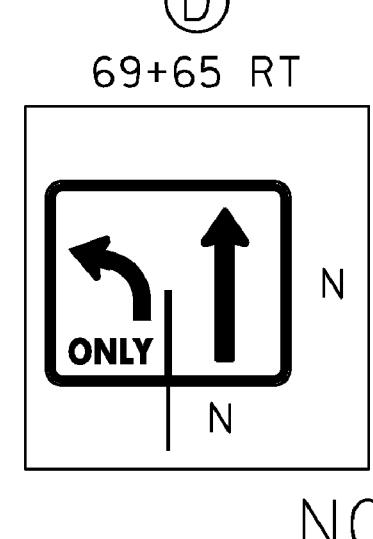
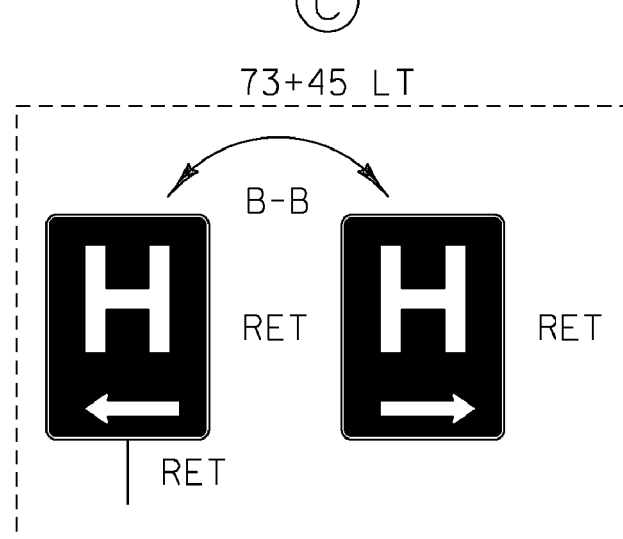
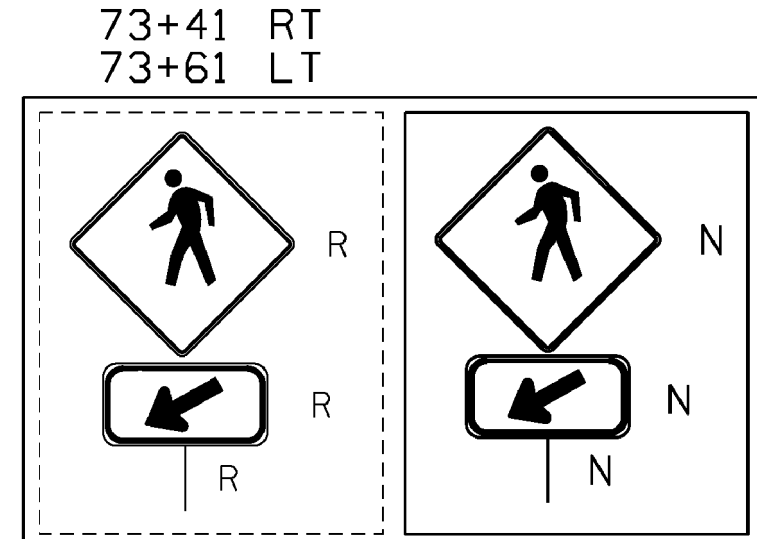
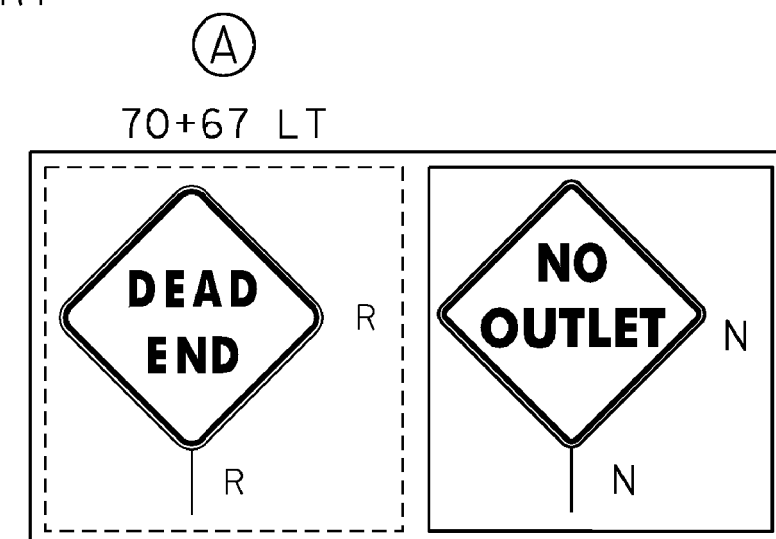
DETECTABLE WARNING
 SURFACE (DWS)
 70+26 LT
 70+66 LT
 70+87 LT
 70+88 RT
 71+35 RT
 72+71 LT
 73+20 LT
 73+49 LT
 73+51 RT
 74+04 RT

ADJUST ELEVATION
 OF VALVE BOX
 70+31 LT (TH 396)
 70+35 LT
 70+98 RT (TH 512)
 70+98 RT (TH 512)
 71+05 RT (TH 512)
 72+81 RT
 73+91 RT (TH 504)
 74+02 RT (TH 504)

THINNING AND TRIMMING FOR SIGNS
 69+65 RT

REMOVING SIGNS
 AS SHOWN - 25

ERECTING SALVAGED SIGNS
 AS SHOWN - 8



NOT TO SCALE

LEGEND
 R = REMOVE EXISTING
 S = SALVAGE
 R&S = REMOVE AND SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK
 --- = EXISTING GUARDRAIL
 --- = PROPOSED GUARDRAIL
 YL = YELLOW LINE
 WL = WHITE LINE

ROADWAY LAYOUT 4 US 5

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_29

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 29 OF 163

MODEL: Defrauit

CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 74+50 TO 79+00 SOLID LT
 74+50 TO 76+13 DOTTED LT (LANE LINE)
 74+50 TO 79+00 SOLID RT
 77+28 TO 78+95 DOTTED RT (LANE LINE)
 78+95 TO 79+00 SOLID RT (LANE LINE)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 74+50 TO 76+13 DOUBLE SOLID RT TO LT
 74+63 TO 77+28 DOUBLE SOLID RT
 76+13 TO 79+00 DOUBLE SOLID LT
 77+28 TO 78+74 DOUBLE SOLID RT TO LT

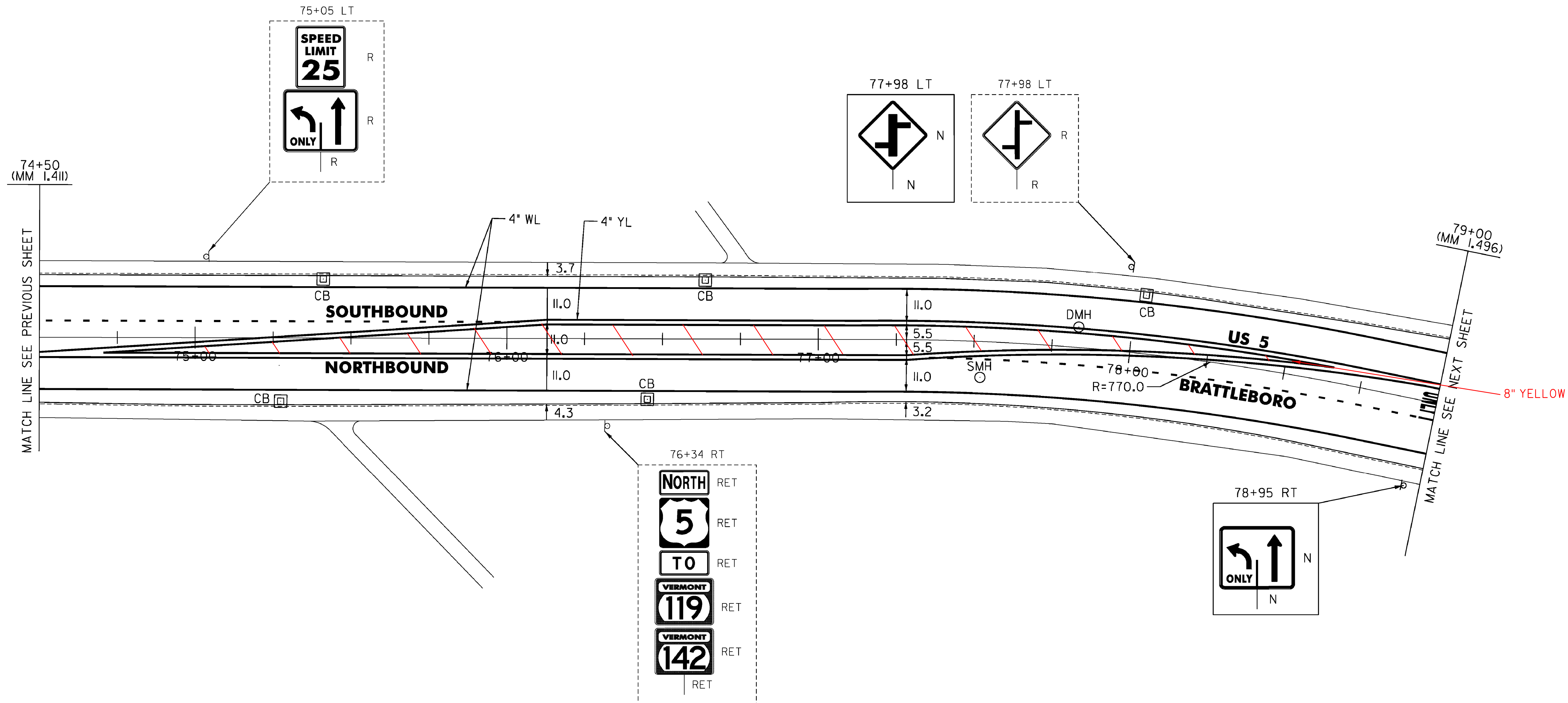
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 78+99 CL - ONLY

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 75+29 RT (CB)
 75+43 LT (CB)
 76+47 RT (CB)
 76+66 LT (CB)
 78+05 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 77+85 LT (DMH)

CHANGING ELEVATION
 OF SEWER MANHOLES
 77+54 RT

REMOVING SIGNS
 AS SHOWN - 3



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- - - = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 5 US 5

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_30	SHEET 30 OF 163

NOT TO SCALE

MODEL: Default
 C.L.D. 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 79+00 TO 79+61 SOLID LT
 79+00 TO 79+45 SOLID RT (LANE LINE)
 79+00 TO 80+25 SOLID RT
 80+22 TO 84+00 SOLID LT
 80+57 TO 81+57 SOLID LT (LANE LINE)
 80+67 TO 84+00 SOLID RT
 81+57 TO 83+26 DOTTED LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 79+61 TO 80+24 SOLID RT (NO PARKING)
 79+65 TO 79+66 SOLID LT (TH 400)
 80+07 TO 80+16 SOLID LT (TH 400)
 80+30 TO 80+38 SOLID RT (TH 494)
 80+63 TO 80+65 SOLID RT (TH 494)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 79+00 TO 79+45 DOUBLE SOLID LT
 80+57 TO 84+00 DOUBLE SOLID RT
 81+59 TO 83+26 DOUBLE SOLID RT TO LT
 83+26 TO 84+00 DOUBLE SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 79+87 DOUBLE SOLID LT (TH 400)
 80+49 DOUBLE SOLID RT (TH 494)

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 79+65 TO 79+84 LT (TH 400)
 80+48 TO 80+62 RT (TH 494)

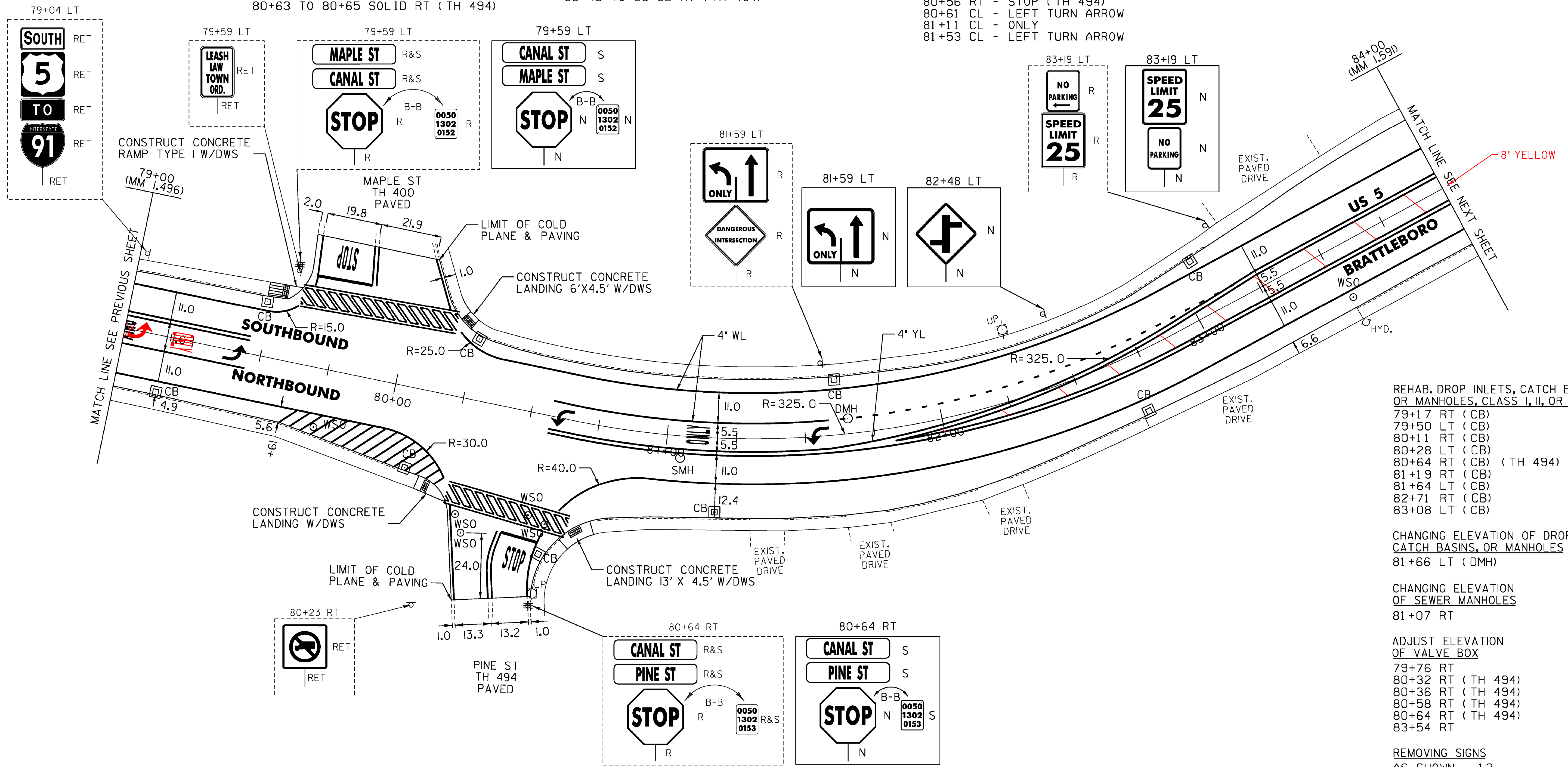
TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 79+62 TO 80+20 LT
 80+28 TO 80+72 RT

TEMPORARY LETTER OR SYMBOL, PAINT
 79+41 CL - LEFT TURN ARROW
 79+75 LT - STOP (TH 400)
 80+56 RT - STOP (TH 494)
 80+61 CL - LEFT TURN ARROW
 81+53 RT - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 79+41 CL - LEFT TURN ARROW
 79+75 LT - STOP (TH 400)
 80+56 RT - STOP (TH 494)
 80+61 CL - LEFT TURN ARROW
 81+11 CL - ONLY
 81+53 CL - LEFT TURN ARROW

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 79+50 TO 79+61 LT (RAMP TYPE 1)
 80+21 TO 80+25 LT (LANDING)
 80+18 TO 80+26 RT (LANDING)
 80+67 TO 80+81 RT (LANDING)

DETECTABLE WARNING SURFACE (DWS)
 79+57 LT
 80+20 RT
 80+23 LT
 80+74 RT



REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 79+17 RT (CB)
 79+50 LT (CB)
 80+11 RT (CB)
 80+28 LT (CB)
 80+64 RT (CB) (TH 494)
 81+19 RT (CB)
 81+64 LT (CB)
 82+71 RT (CB)
 83+08 LT (CB)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
 81+66 LT (DMH)

CHANGING ELEVATION OF SEWER MANHOLES
 81+07 RT

ADJUST ELEVATION OF VALVE BOX
 79+76 RT
 80+32 RT (TH 494)
 80+36 RT (TH 494)
 80+58 RT (TH 494)
 80+64 RT (TH 494)
 83+54 RT

REMOVING SIGNS
 AS SHOWN - 12

ERECTING SALVAGED SIGNS
 AS SHOWN - 5

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
---	=	EXISTING GUARDRAIL
---	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 6 US 5

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_31
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	31 OF 163

NOT TO SCALE

MODEL: Default

CLD_08-0324_z0600214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 84+00 TO 87+54 SOLID LT
 84+00 TO 87+74 SOLID RT
 85+00 TO 86+30 DOTTED RT (LANE LINE)
 86+30 TO 87+55 SOLID RT (LANE LINE)
 88+04 TO 89+50 SOLID LT
 88+11 TO 89+16 SOLID LT (LANE LINE)
 88+25 TO 89+50 SOLID RT
 89+16 TO 89+50 DOTTED LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 87+56 TO 87+60 SOLID LT (TH 428)
 87+83 TO 87+98 SOLID RT (TH 486)
 87+88 TO 87+89 SOLID LT (TH 428)
 88+16 TO 88+21 SOLID RT (TH 486)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 84+00 TO 87+55 DOUBLE SOLID LT
 84+00 TO 86+29 DOUBLE SOLID RT
 88+17 TO 89+50 DOUBLE SOLID RT

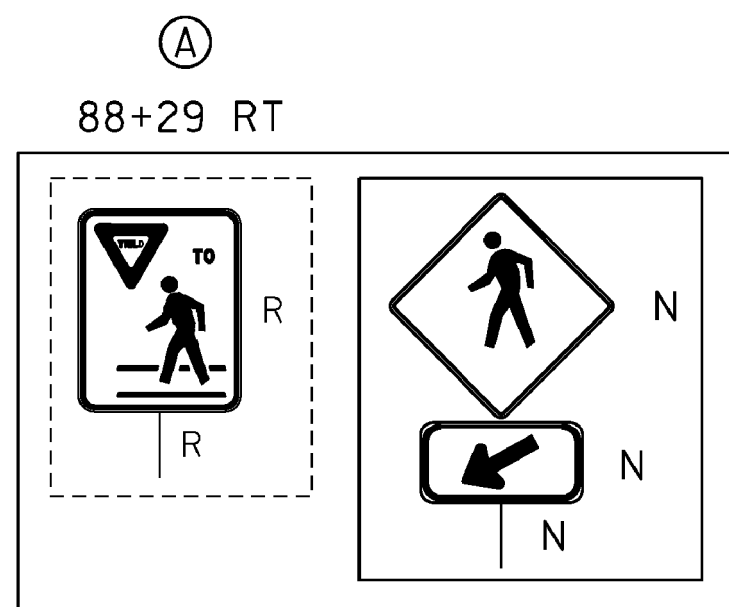
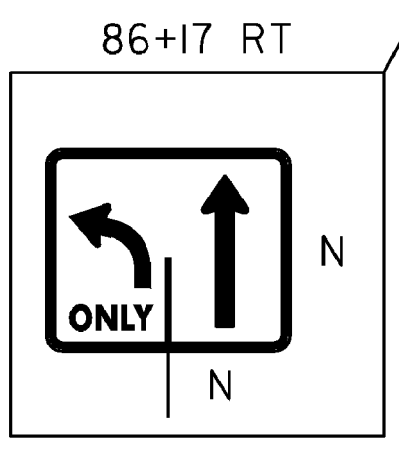
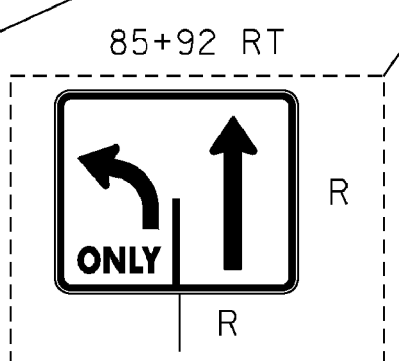
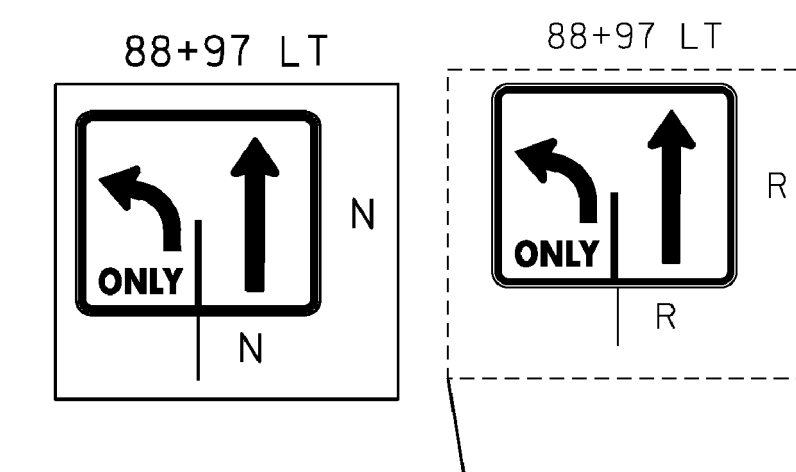
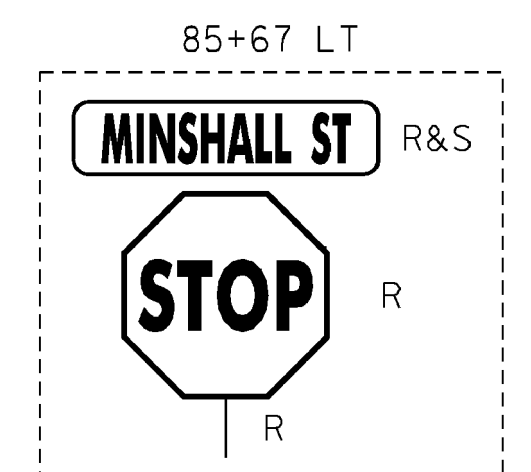
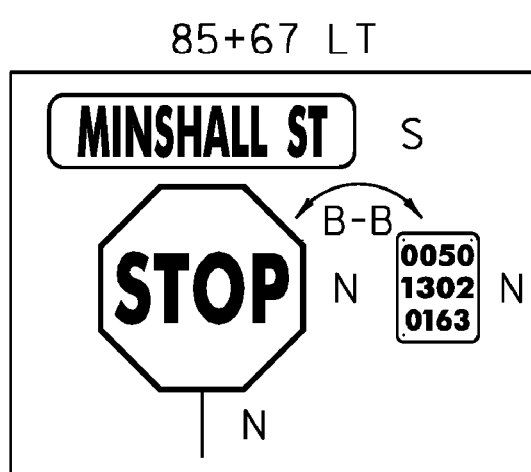
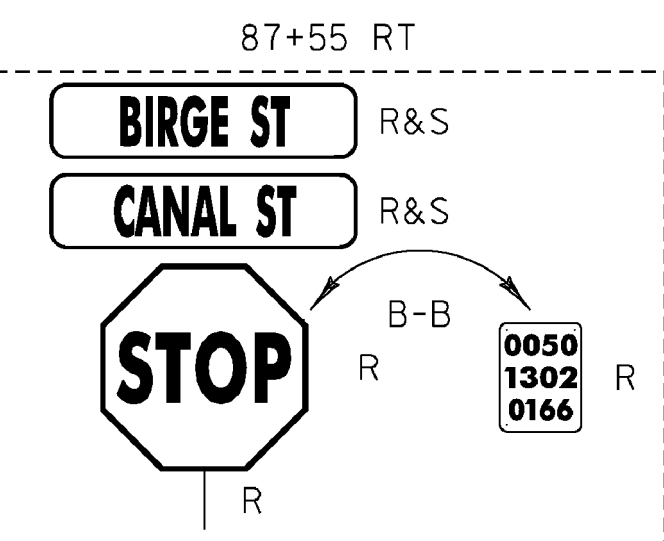
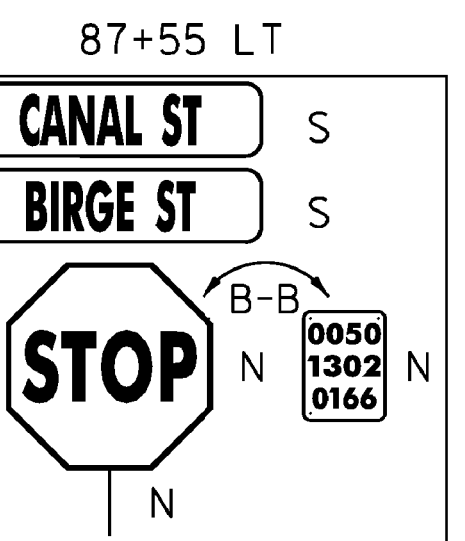
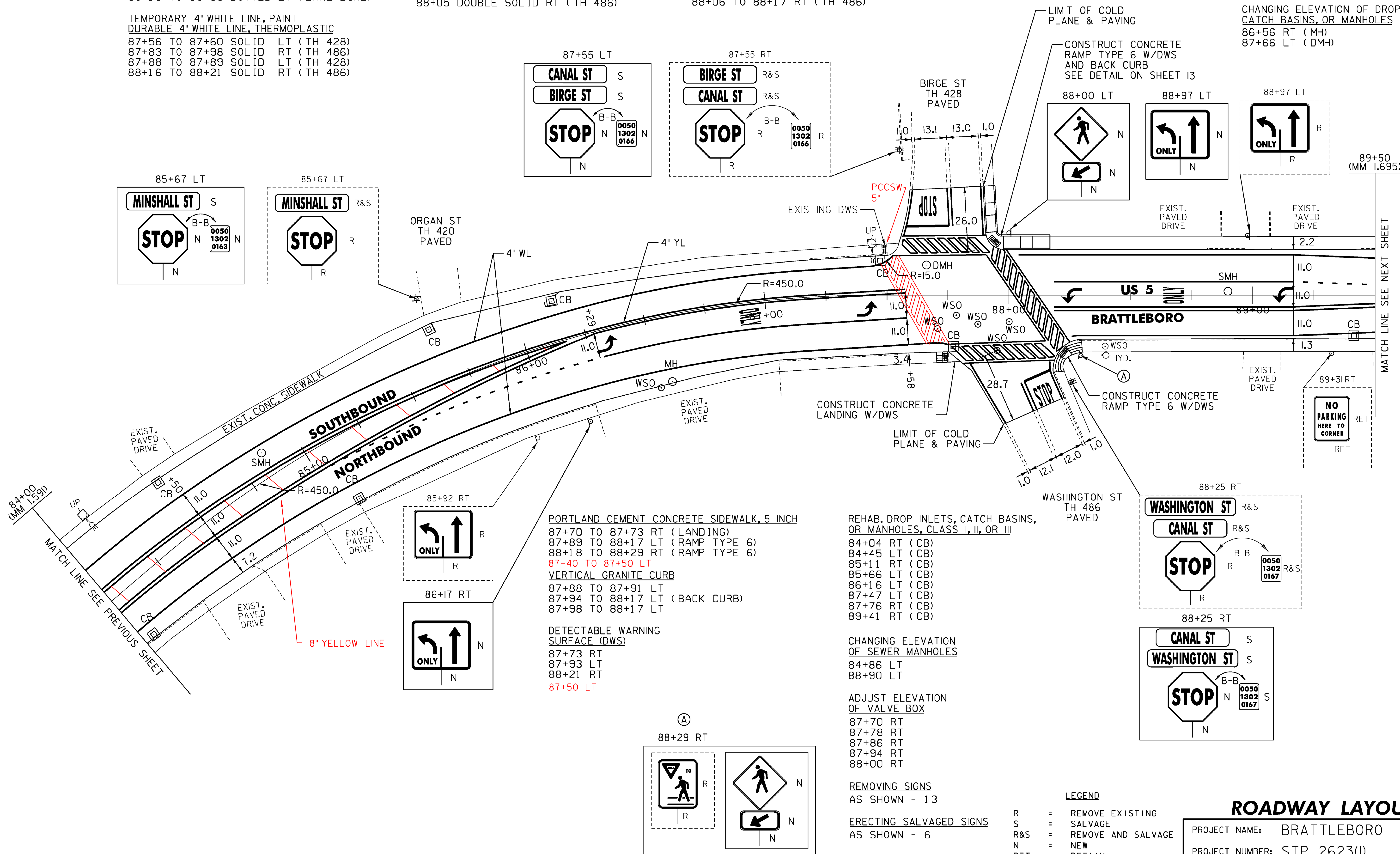
TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 87+75 DOUBLE SOLID LT (TH 428)
 88+05 DOUBLE SOLID RT (TH 486)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 87+58 TO 87+91 LT
 87+80 TO 88+20 RT
 87+98 TO 88+20 LT TO RT
 87+50 TO 87+13 LT TO RT
 TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 87+58 TO 87+75 LT (TH 428)
 88+06 TO 88+17 RT (TH 486)

TEMPORARY LETTER OR SYMBOL, PAINT
 86+34 RT - LEFT TURN ARROW
 87+51 RT - LEFT TURN ARROW
 87+66 LT - STOP (TH 428)
 88+13 RT - STOP (TH 486)
 88+26 CL - LEFT TURN ARROW
 89+13 CL - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 86+34 RT - LEFT TURN ARROW
 86+93 RT - ONLY
 87+51 RT - LEFT TURN ARROW
 87+66 LT - STOP (TH 428)
 88+13 RT - STOP (TH 486)
 88+26 CL - LEFT TURN ARROW
 88+70 CL - ONLY
 89+13 CL - LEFT TURN ARROW

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 86+56 RT (MH)
 87+66 LT (DMH)



PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 87+70 TO 87+73 RT (LANDING)
 87+89 TO 88+17 LT (RAMP TYPE 6)
 88+18 TO 88+29 RT (RAMP TYPE 6)
 87+40 TO 87+50 LT
 VERTICAL GRANITE CURB
 87+88 TO 87+91 LT
 87+94 TO 88+17 LT (BACK CURB)
 87+98 TO 88+17 LT

DETECTABLE WARNING SURFACE (DWS)
 87+73 RT
 87+93 LT
 88+21 RT
 87+50 LT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 84+04 RT (CB)
 84+45 LT (CB)
 85+11 RT (CB)
 85+66 LT (CB)
 86+16 LT (CB)
 87+47 LT (CB)
 87+76 RT (CB)
 89+41 RT (CB)

CHANGING ELEVATION OF SEWER MANHOLES
 84+86 LT
 88+90 LT

ADJUST ELEVATION OF VALVE BOX
 87+70 RT
 87+78 RT
 87+86 RT
 87+94 RT
 88+00 RT

REMOVING SIGNS AS SHOWN - 13

ERECTING SALVAGED SIGNS AS SHOWN - 6

- LEGEND
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 7 US 5

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I)
 FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214_32
 PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 32 OF 163

NOT TO SCALE

MODEL: Default
 CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 89+50 TO 93+91 SOLID LT
 89+50 TO 90+54 DOTTED LT (LANE LINE)
 89+50 TO 91+89 SOLID RT
 92+09 TO 93+22 SOLID RT
 93+38 TO 95+00 SOLID RT
 94+13 TO 95+00 SOLID LT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 91+90 SOLID RT (TH 478)
 92+08 SOLID RT (TH 478)
 93+23 SOLID RT (TH 476)
 93+37 SOLID RT (TH 476)
 93+92 SOLID LT (TH 430)
 94+11 SOLID LT (TH 430)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 89+50 TO 90+54 DOUBLE SOLID RT
 90+54 TO 91+79 SOLID LT & RT
 92+19 TO 93+10 SOLID LT & RT
 93+50 TO 93+82 SOLID LT & RT
 94+22 TO 95+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 94+02 DOUBLE SOLID LT (TH 430)

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 93+24 TO 93+38 RT (TH 476)
 93+93 TO 94+02 LT (TH 430)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 91+89 TO 92+09 RT
 93+20 TO 93+38 RT
 93+92 TO 94+13 LT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 92+32 RT - SCHOOL
 93+30 RT - STOP (TH 476)
 93+97 LT - STOP (TH 430)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 91+80 TO 91+89 RT (RAMP TYPE 1)
 92+10 TO 92+20 RT (RAMP TYPE 1)
 93+09 TO 93+21 RT (RAMP TYPE 1)
 93+39 TO 93+49 RT (RAMP TYPE 6)
 93+83 TO 93+92 LT (RAMP TYPE 6)
 94+13 TO 94+18 LT (LANDING)

DETECTABLE WARNING
 SURFACE (DWS)
 91+87 RT
 92+12 RT
 93+19 RT
 93+43 RT
 93+90 LT
 94+16 LT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III

89+63 LT (CB)
 91+25 RT (CB)
 91+87 RT (CB)
 91+92 RT (CB) (TH 478)
 92+07 RT (CB) (TH 478)
 92+11 LT (CB)
 93+37 RT (CB) (TH 476)
 93+38 RT (CB)
 93+82 LT (CB)
 95+00 RT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 91+97 LT (TMH)
 94+21 LT (TMH)

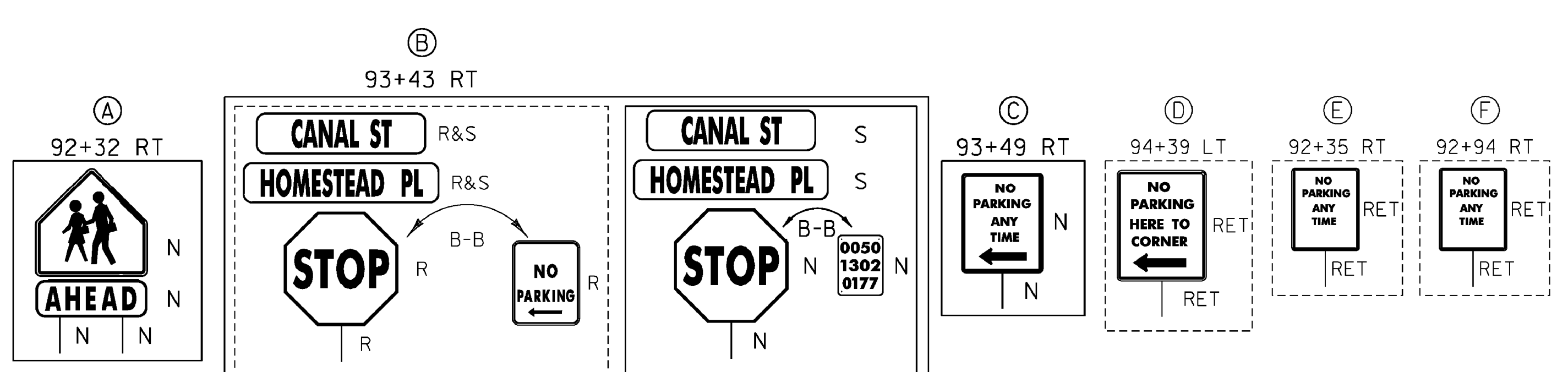
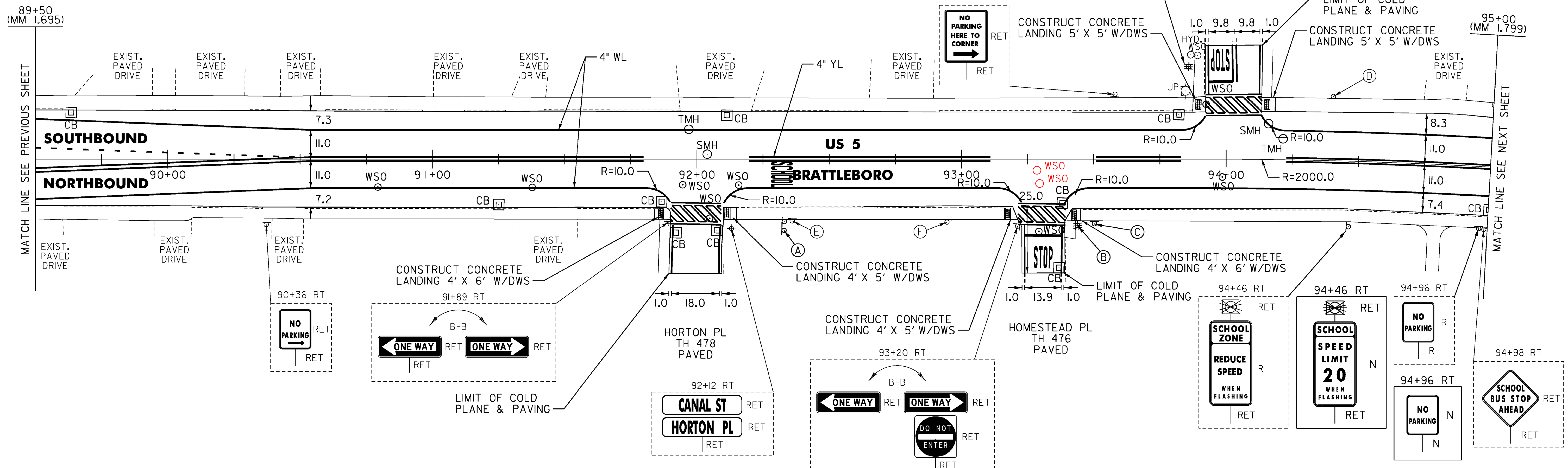
CHANGING ELEVATION
 OF SEWER MANHOLES
 92+04 LT
 94+16 LT

ADJUST ELEVATION
 OF VALVE BOX
 90+79 RT
 91+38 RT
 91+95 RT
 92+05 RT (TH 478)
 92+16 RT
 93+29 RT (TH 476)
 93+92 LT (TH 430)
 93+99 RT
 95+00 LT

~~THINNING AND TRIMMING FOR SIGNS
 (SEE DETAIL ON SHEET 10)
 93+43 RT~~

REMOVING SIGNS
 AS SHOWN - 10

ERECTING SALVAGED SIGNS
 AS SHOWN - 4



- LEGEND
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - - - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 8 US 5

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
DESIGNED BY:	NULL
IPARM FILE NAME:	06D214_33
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	33 OF 163

NOT TO SCALE

MODEL: Default
 CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 95+00 TO 98+27 SOLID LT
 95+00 TO 98+85 SOLID RT
 98+68 TO 98+84 SOLID LT
 98+91 TO 100+00 SOLID LT
 99+42 TO 100+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 98+34 TO 98+48 SOLID LT (TH 11)
 98+68 TO 98+72 SOLID LT (TH 11)
 98+99 TO 99+11 SOLID RT (TH 468)
 99+42 TO 99+43 SOLID RT (TH 468)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 95+00 TO 98+24 SOLID LT & RT
 98+97 TO 100+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 98+51 DOUBLE SOLID LT (TH 11)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC

98+10 TO 98+70 LT
 98+87 TO 98+89 LT TO RT
 98+95 TO 99+43 RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 98+24 RT
 98+41 TO 98+51 LT (TH 11)
 98+97 LT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 96+04 RT - STOP
 96+45 RT - AHEAD
 98+15 RT - STOP
 98+50 LT - STOP (TH 11)
 99+05 LT - STOP

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 98+04 TO 98+11 LT (LANDING)
 98+70 TO 98+74 LT (LANDING)
 98+82 TO 98+96 LT (RAMP TYPE 6)
 99+43 TO 99+49 RT (LANDING)
 99+00 RT (RAMP)
 DETECTABLE WARNING SURFACE (DWS)
 98+09 LT 99+00 RT
 98+71 LT
 98+87 LT
 99+44 RT

REHAB, DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 95+06 LT (CB)
 97+71 LT (CB)
 98+00 RT (CB)
 98+69 LT (CB)
 99+41 RT (CB)

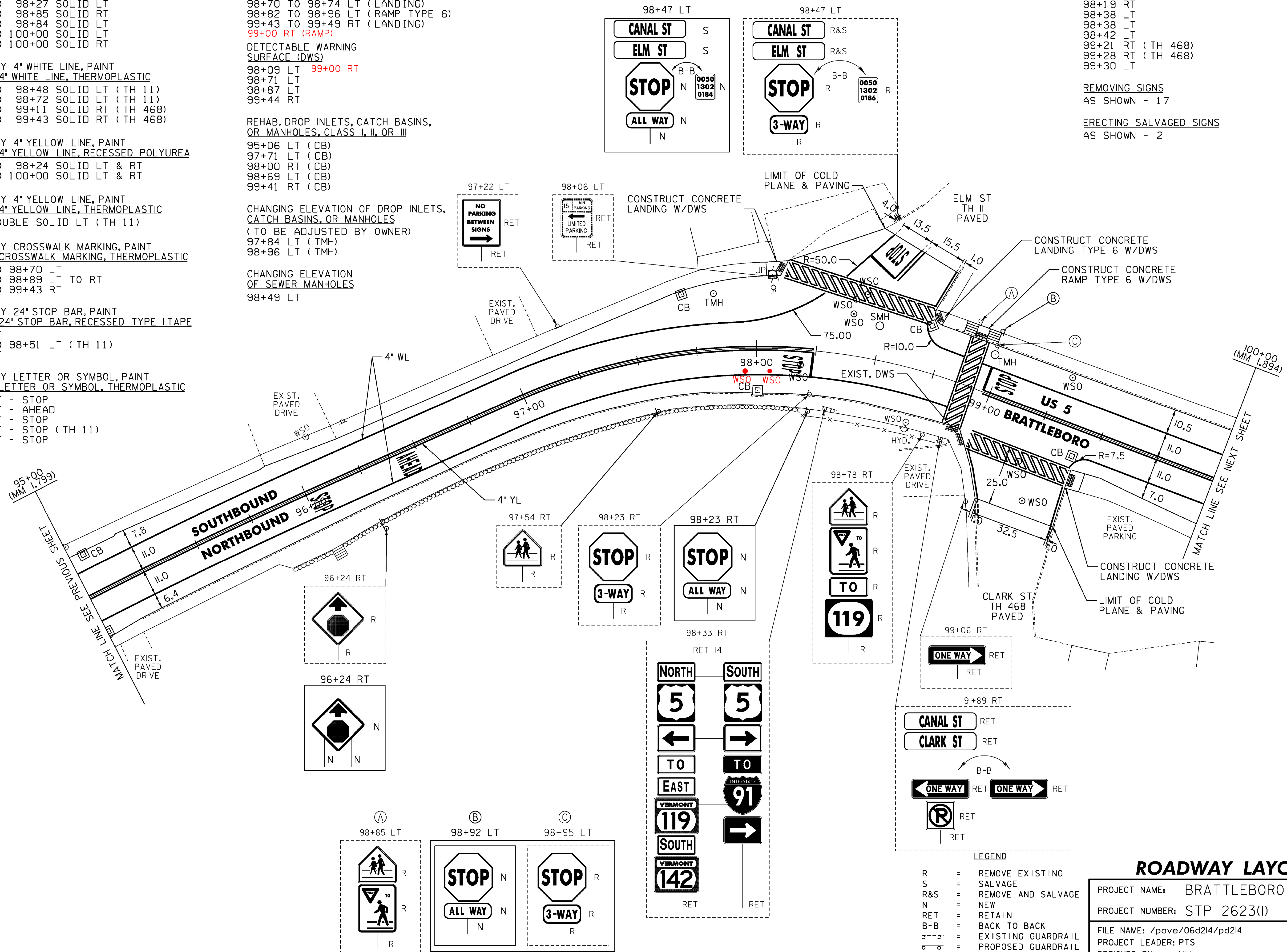
CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 97+84 LT (TMH)
 98+96 LT (TMH)

CHANGING ELEVATION
 OF SEWER MANHOLES
 98+49 LT

ADJUST ELEVATION
 OF VALVE BOX
 98+19 RT
 98+38 LT
 98+38 LT
 98+42 LT
 99+21 RT (TH 468)
 99+28 RT (TH 468)
 99+30 LT

REMOVING SIGNS
 AS SHOWN - 17

ERECTING SALVAGED SIGNS
 AS SHOWN - 2



NOT TO SCALE

ROADWAY LAYOUT 9 US 5

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214_34

PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 34 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 100+00 TO 105+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 100+00 TO 105+00 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 100+50 LT - AHEAD
 100+90 LT - STOP
 102+32 LT - SCHOOL

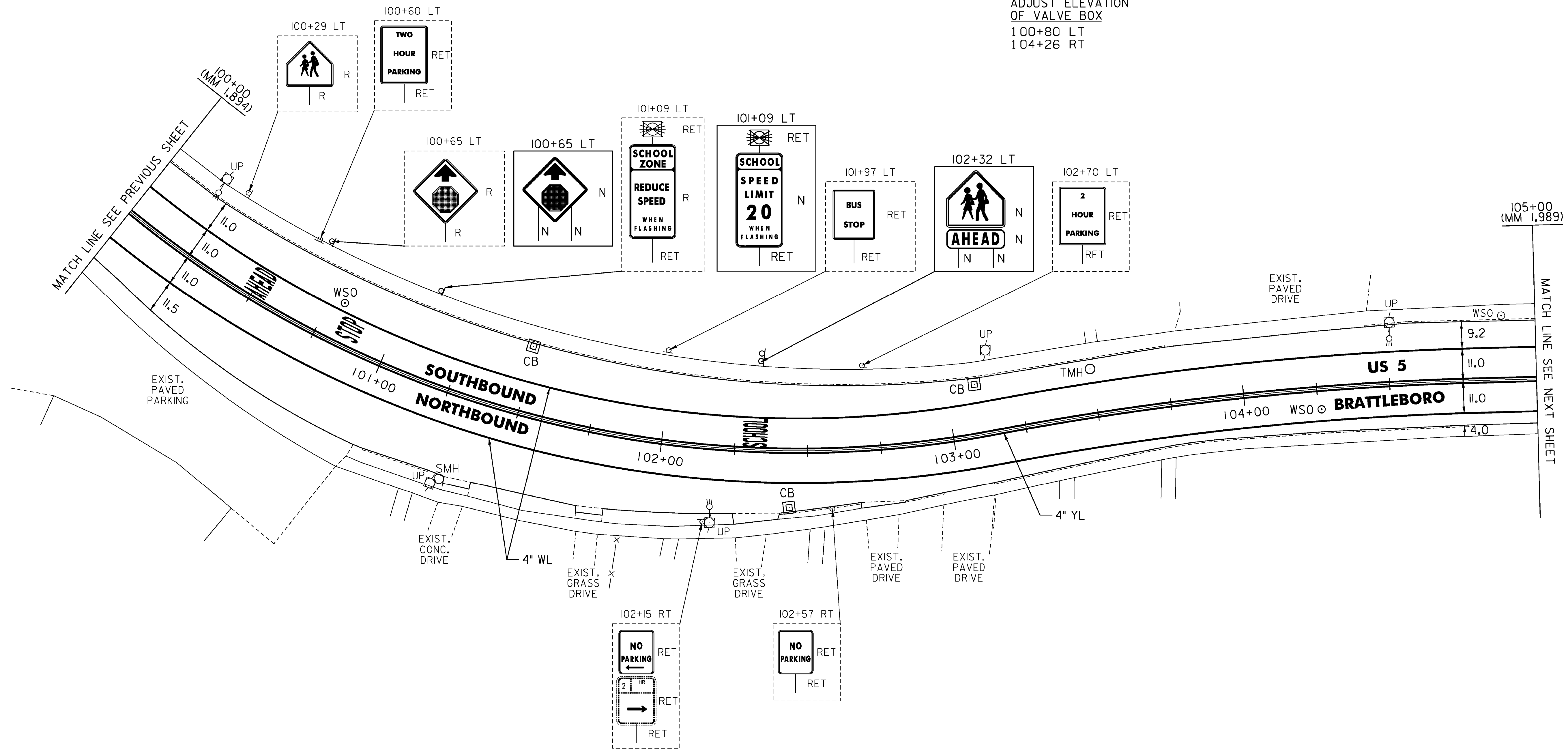
REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 101+49 LT (CB)
 102+44 RT (CB)
 103+10 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 103+49 LT (TMH)

ADJUST ELEVATION
 OF VALVE BOX
 100+80 LT
 104+26 RT

~~THINNING AND TRIMMING FOR SIGNS
 (SEE DETAIL ON SHEET 10)
 101+09 LT~~

REMOVING SIGNS
 AS SHOWN - 3



MATCH LINE SEE PREVIOUS SHEET
 100+00 (MM 1,894)

105+00 (MM 1,989)
 MATCH LINE SEE NEXT SHEET

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 10 US 5

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_35
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	35 OF 163

MODEL: Default
 CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 105+00 TO 109+37 SOLID LT
 105+00 TO 105+70 SOLID RT
 106+13 TO 109+35 SOLID RT
 109+46 TO 109+95 SOLID LT
 110+03 TO 110+50 SOLID LT (LANE LINE)
 110+03 TO 110+50 SOLID LT & RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 105+73 TO 105+79 SOLID RT (TH 468)
 106+08 TO 106+10 SOLID RT (TH 468)
 109+68 TO 109+74 SOLID RT (TH 9) (LANE LINE)
 109+76 TO 109+92 SOLID RT (TH 9)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 105+00 TO 105+71 SOLID LT & RT
 106+11 TO 109+36 SOLID LT & RT
 110+03 TO 110+50 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 109+65 DOUBLE SOLID RT (TH 9)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 105+73 TO 106+11 RT
~~109+39 TO 109+42 RT TO LT~~
 109+45 TO 109+95 RT
~~109+99 RT & LT~~
 107+13 LT/RT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 105+93 RT - STOP (TH 468)
 109+68 RT - STOP (TH 9)
 109+77 RT - STOP (TH 9)
 110+10 LT - THRU ARROW
 110+11 LT - LEFT TURN ARROW

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 105+75 TO 106+11 RT (TH 468)
 109+65 TO 109+85 RT (TH 9)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 105+62 TO 105+70 RT (LANDING)
 106+13 TO 106+18 RT (LANDING)
~~109+12 TO 109+52 LT (RAMP TYPE 6)~~
~~109+89 TO 110+09 LT (RAMP TYPE 6)~~
 109+97 TO 110+04 RT (LANDING)
~~110+13 TO 110+18 RT (CONCRETE SIDEWALK)~~
~~110+32 TO 110+37 LT (CONCRETE SIDEWALK)~~
 17+08 TO 107+15 RT
 VERTICAL GRANITE CURB
 109+12 TO 109+32 LT
 109+12 TO 109+52 LT (BACK CURB)
 109+44 TO 109+51 LT

DETECTABLE WARNING SURFACE (DWS)
 105+65 RT
 106+14 RT
~~109+42 LT~~
~~109+99 RT~~
 110+04 LTRT
 107+15 RT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 106+20 RT (CB)
 106+32 LT (CB)
 107+50 LT (CB)
 108+14 LT (CB)
 108+22 RT (CB)
 109+45 RT (CB)
 109+55 LT (CB)

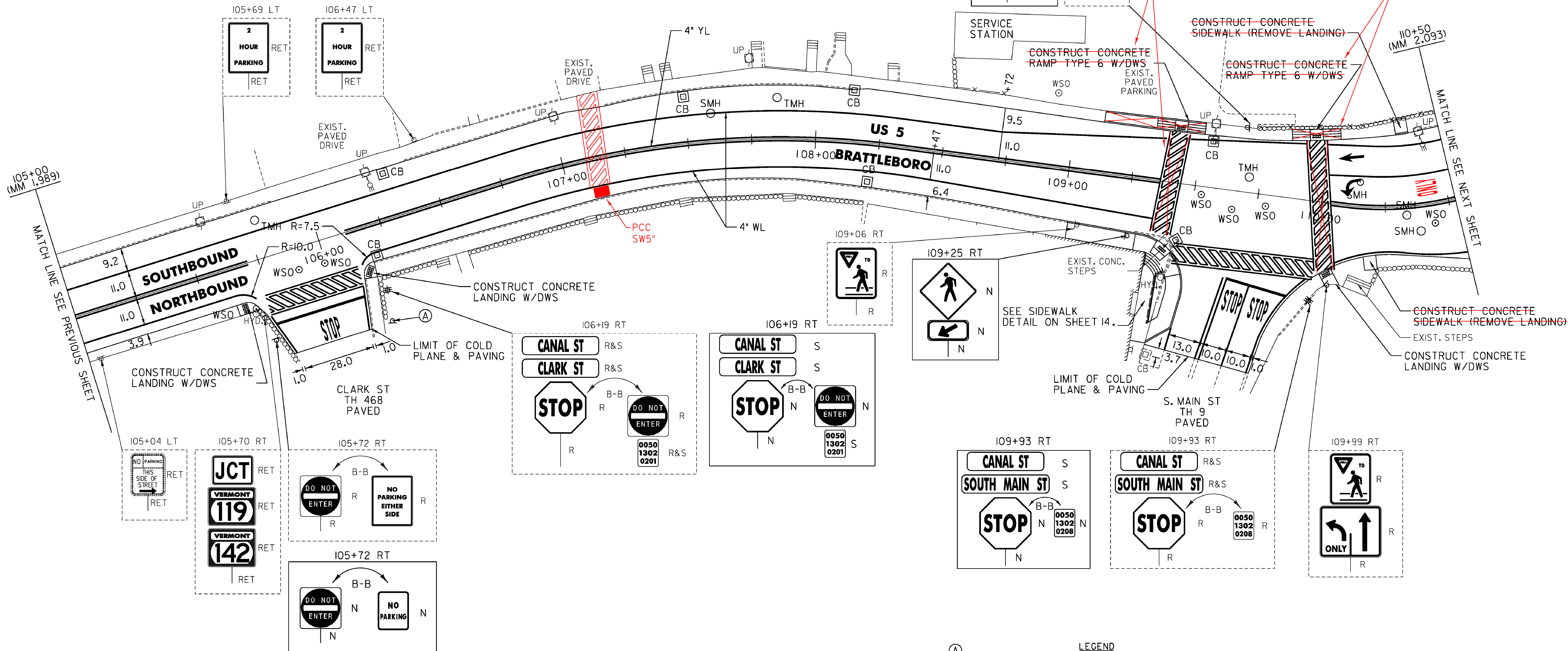
CHANGING ELEVATION OF SEWER MANHOLES
 107+60 LT
 110+15 LT
 110+31 RT
 110+35 RT

ADJUST ELEVATION OF VALVE BOX
 105+69 RT 109+53 RT
 105+89 RT 109+65 RT
 105+99 RT 109+78 RT
 110+41 RT
 3 WSO'S @ TH 468
 PER TOWN (NOT SHOWN)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES (TO BE ADJUSTED BY OWNER)
 105+78 LT (TMH)
 107+85 LT (TMH)
 109+71 LT (TMH)

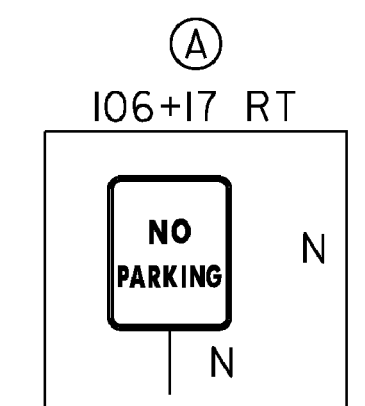
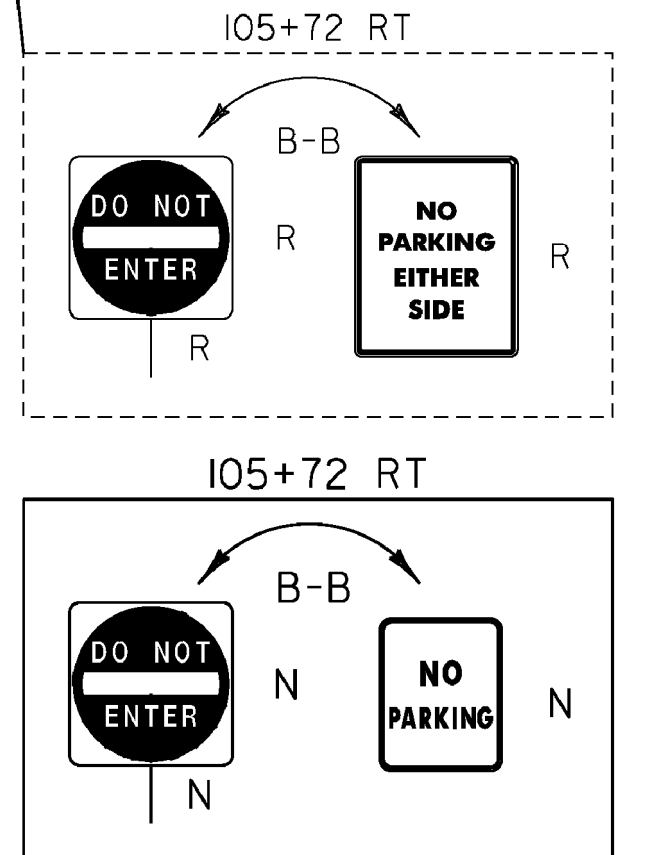
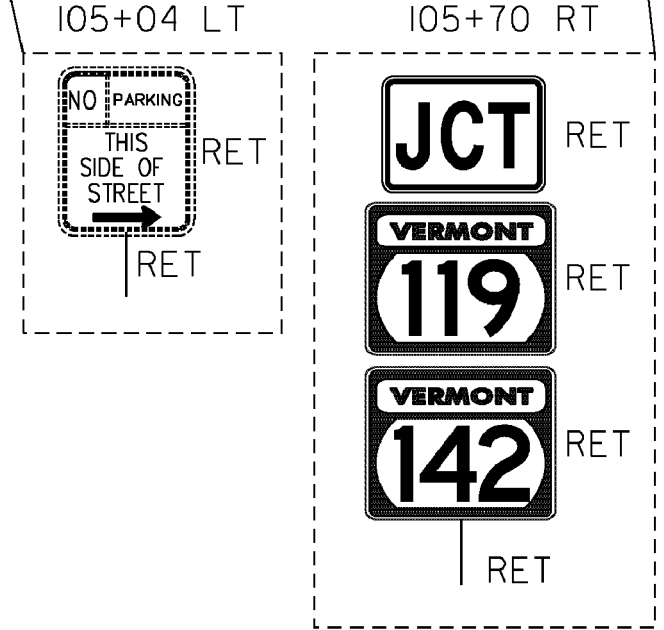
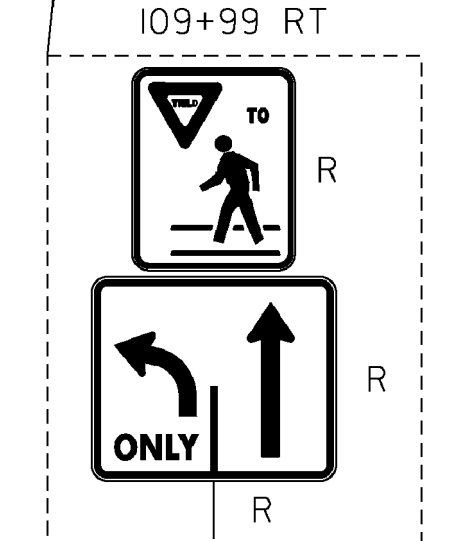
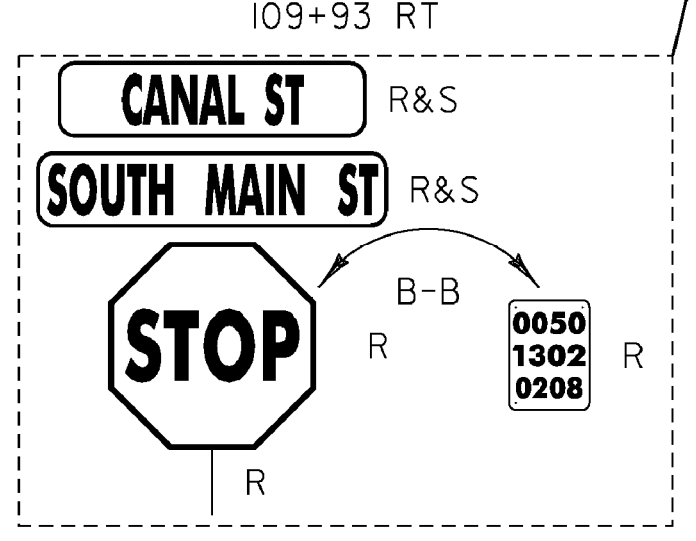
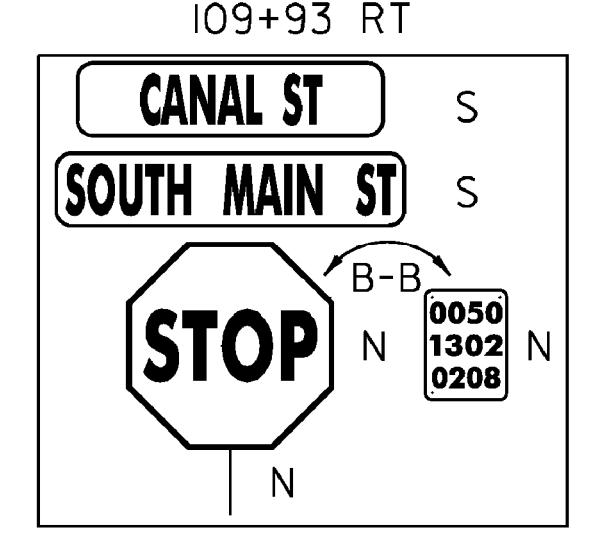
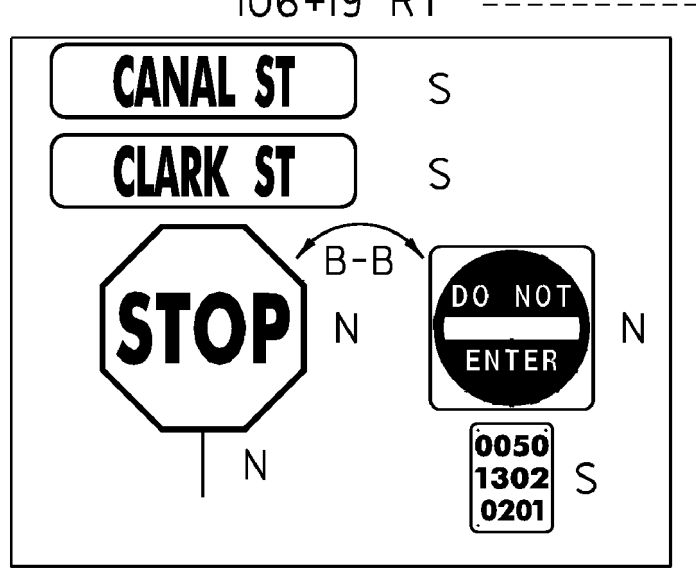
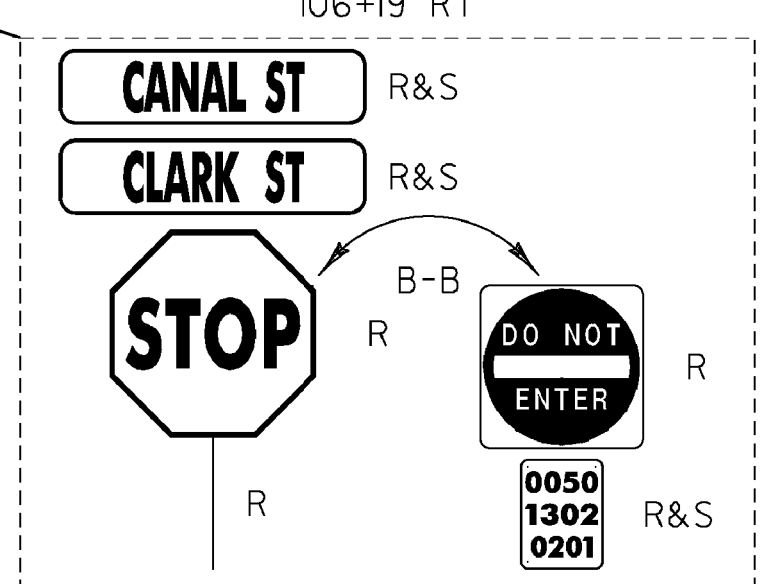
REMOVING SIGNS AS SHOWN - 15

ERECTING SALVAGED SIGNS AS SHOWN - 5



TO BE INSTALLED BY TOWN

TO BE INSTALLED BY COOP BLDG BUILDER



- LEGEND
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - - - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 11 US 5

PROJECT NAME: BRATTLEBORO	FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	PROJECT LEADER: PTS	DRAWN BY: MRS
	DESIGNED BY: NLL	CHECKED BY: PTS
	IPARM FILE NAME: 06D214_36	SHEET 36 OF 163

NOT TO SCALE

MODEL: Default
 CLD 08-0324 z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 110+50 TO A 7+81 SOLID RT
 110+50 TO A 7+90 LT
 110+50 TO 110+76 LT (LANE LINE)
 110+80 TO A 7+82 RT SOLID (LANE LINE)
 A 9+08 TO A 9+76 SOLID CL (LANE LINE)
 A 9+76 TO A 10+00 DOTTED CL (LANE LINE)
 A 9+77 TO A 10+00 DOTTED RT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 VT 142
 113+00 TO 113+43 SOLID LT (LANE LINE)
 113+00 TO 113+52 SOLID LT
 113+00 TO 113+43 SOLID RT
 VT 119
 41+34 TO 42+00 SOLID RT
 41+54 TO 42+00 SOLID LT (LANE LINE)
 41+54 TO 42+00 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 110+50 TO A 7+83 SOLID LT & RT
 A 9+08 TO A 10+00 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 A 8+19 TO A 8+22 DOUBLE SOLID LT (EXIST. DRIVE)
 VT 142
 113+00 TO 113+43 SOLID LT & RT
 VT 119
 41+54 TO 42+00 SOLID LT & RT

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 A 7+90 TO A 7+96 RT TO LT
 A 8+02 TO A 8+49 LT
 A 8+89 TO A 9+06 LT TO RT
 VT 142
 113+51 TO 113+57 RT TO LT

TEMPORARY LETTER OR SYMBOL, PAINT
 110+72 LT - THRU ARROW
 A 7+70 RT - LEFT/THRU ARROW
 A 7+75 RT - RIGHT TURN ARROW
 A 9+17 RT - LEFT TURN ARROW
 VT 142
 113+35 RT - RIGHT TURN ARROW
 VT 119
 41+62 LT - RIGHT TURN ARROW
 41+66 LT - THRU/LEFT ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 110+72 LT - THRU ARROW
 110+72 LT - ONLY
 110+84 RT - ONLY
 A 7+70 RT - LEFT/THRU ARROW
 A 7+75 RT - RIGHT TURN ARROW
 A 9+17 RT - LEFT TURN ARROW
 A 9+72 RT - ONLY
 VT 142
 113+35 RT - RIGHT TURN ARROW
 VT 119
 41+62 LT - RIGHT TURN ARROW
 41+66 LT - THRU/LEFT ARROW

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 A 7+81 TO A 7+83 RT
 A 7+99 TO A 8+23 LT
 A 9+08 LT TO RT
 VT 142
 113+43 RT
 VT 119
 41+53 LT

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
 DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
 41+91 RT

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 A 8+79 LT (DMH)

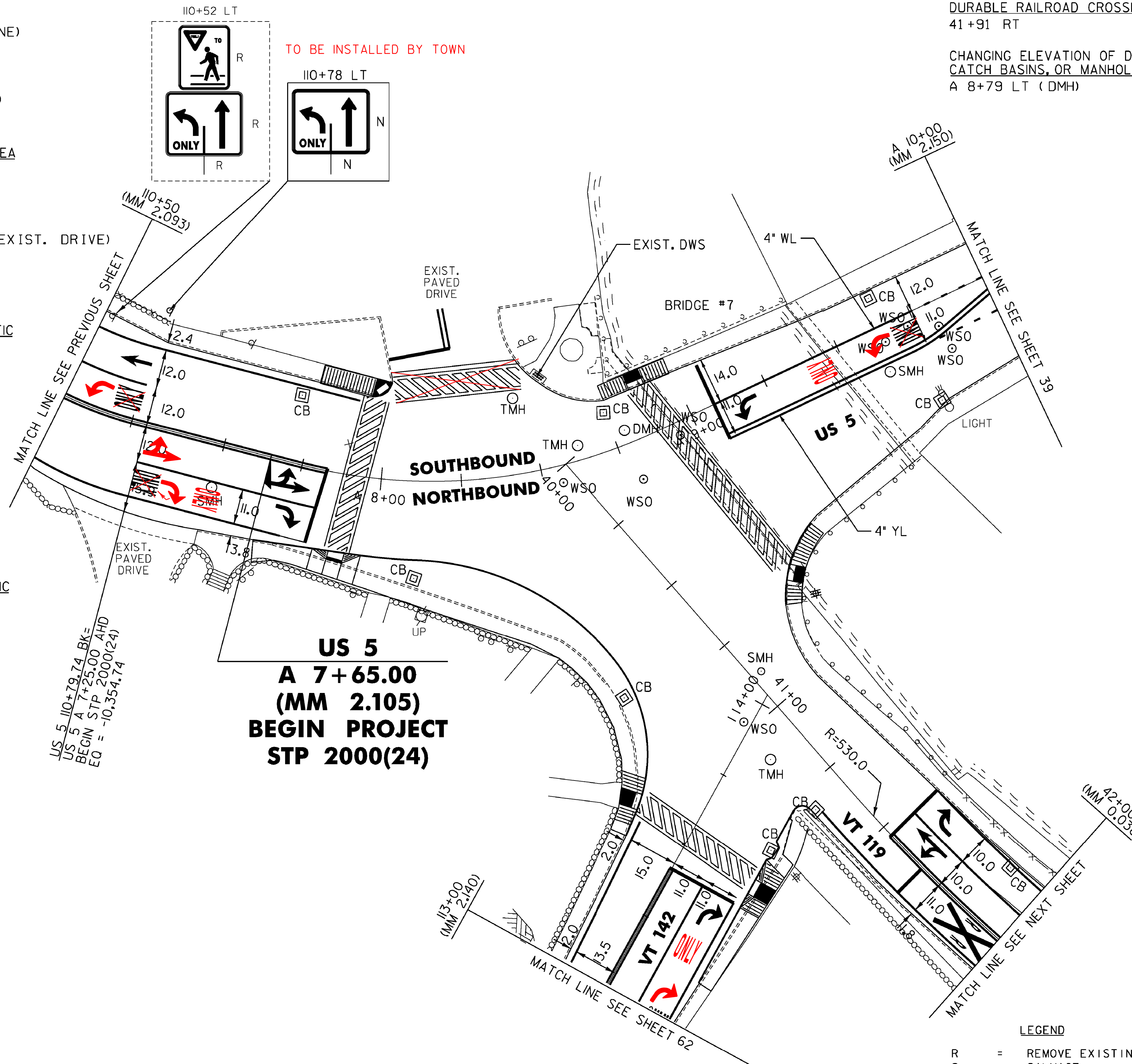
CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 A 8+45 LT (TMH)
 A 8+63 LT (TMH)
 VT 119
 41+11 RT (TMH)

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 A 7+70 LT (CB)
 A 8+11 RT (CB) (STP 2000(24))
 A 8+75 LT (CB)
 A 9+63 LT (CB)
 A 9+73 RT (CB)
 VT 142
 113+62 RT (CB) (STP 2000(24))
 113+81 LT (CB) (STP 2000(24))
 VT 119
 41+33 RT (CB)
 41+88 LT (CB)

CHANGING ELEVATION
 OF SEWER MANHOLES
 A 7+50 RT
 A 9+62 RT
 VT 119
 40+88 LT

ADJUST ELEVATION
 OF VALVE BOX
 A 8+56 RT
 A 8+79 RT
 A 8+94 RT
 A 9+64 RT
 A 9+73 RT
 A 9+81 RT
 A 9+82 RT
 VT 119
 40+97 RT

REMOVING SIGNS
 AS SHOWN - 2



TO BE INSTALLED BY TOWN

SEE STP 2000(24) FOR SIGNING BETWEEN
 STA A 7+25 TO 128+25 ON US 5,
 ON VT 119, AND BETWEEN STA 113+00 TO
 114+00 ON VT 142.

ROADWAY LAYOUT 12 US 5

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- o-o = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_37	SHEET 37 OF 163

NOT TO SCALE

MODEL: Default
 CLD_08-0324_Z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 42+00 TO 43+02 SOLID LT
 42+00 TO 42+99 SOLID LT (LANE LINE)
 42+00 TO 42+91 SOLID RT
 43+12 TO 44+75 SOLID RT
 43+20 TO 45+00 DOTTED RT (LANE LINE)
 43+23 TO 44+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 42+00 TO 42+95 SOLID LT & RT
 43+16 TO 45+00 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 42+16 LT - ONLY
 42+70 LT - RIGHT (TURN ARROW)

TEMPORARY LETTER OR SYMBOL, PAINT
 42+70 LT - RIGHT TURN ARROW

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
 DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
 44+74 LT

REMOVAL OF EXISTING PAVEMENT MARKINGS
 42+50 TO 44+50 LANE LINE
 42+50 TO 44+50 DOUBLE YELLOW LINE

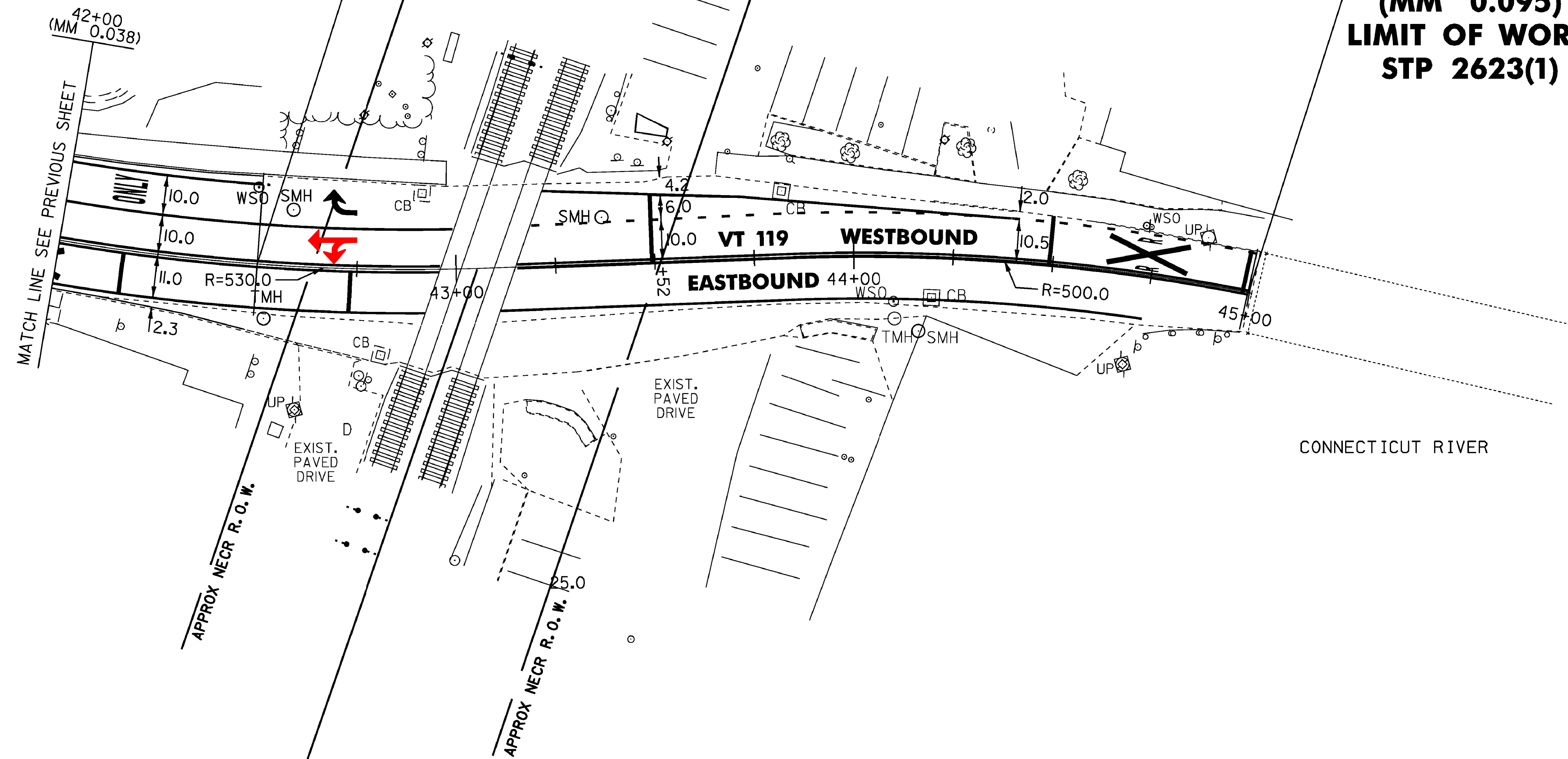
~~THINNING AND TRIMMING FOR SIGNS~~
~~44+75 RT~~

~~REMOVING AND RESETTING CURB~~
~~42+03 TO 42+50 RT~~

~~REHAB DL CB 00 MH~~
~~42+65 LT~~

VT 119
42 + 50.00
(MM 0.047)
LIMIT OF
COLD PLANING
AND PAVING

VT 119
45 + 00.00
(MM 0.095)
LIMIT OF WORK
STP 2623(1)



SEE STP 2000(24) FOR
 SIGNING ON VT 119

VT ROUTE 119 STATION 43+05.44
 NEW ENGLAND CENTRAL RAILROAD (NECR)
 VT ROUTE 119 (BRIDGE STREET)
 STA. 3229+16.50
 AAR\DOT # 247794V
 RR MP. 121.12

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 12 VT 119

PROJECT NAME: BRATTLEBORO	PLOT DATE: 07-APR-2010
PROJECT NUMBER: STP 2623(1)	DRAWN BY: MRS
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 38 OF 163
DESIGNED BY: NLL	
IPARM FILE NAME: 06D214_38	

NOT TO SCALE

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 A 10+00 TO A 10+17 DOTTED CL (LANE LINE)
 A 10+00 TO A 10+17 DOTTED RT (LANE LINE)
 A 10+17 TO A 10+67 SOLID RT (LANE LINE)
 A 11+45 TO A 12+93 SOLID LT
 A 12+24 TO A 12+66 DOTTED RT (LANE LINE)
 A 12+66 TO A 13+22 SOLID RT (LANE LINE)
 A 14+15 TO A 15+00 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 A 11+72 TO A 12+48 SOLID RT (PARKING)
 A 12+48 TO A 12+51 SOLID RT (NO PARKING)
 A 12+64 TO A 12+76 SOLID RT (NO PARKING)
 A 12+76 TO A 13+16 SOLID RT (PARKING)
 A 13+16 TO A 13+36 SOLID RT (NO PARKING)
 A 14+10 TO A 14+30 SOLID RT (NO PARKING)
 A 14+30 TO A 15+00 SOLID RT (PARKING)
 A 14+57 TO A 15+00 SOLID LT (PARKING)
 ELLIOT STREET
 60+00 TO 61+06 SOLID RT (LANE LINE)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 A 10+00 TO A 10+18 DOUBLE SOLID RT
 A 10+18 TO A 10+68 SOLID LT & RT
 A 11+45 TO A 13+22 SOLID LT & RT
 A 13+22 TO A 14+14 DOTTED RT
 A 14+14 TO A 15+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 A 14+17 TO A 14+57 SOLID LT (BUS STOP)
 FLAT STREET
 51+16 TO 51+36 SOLID LT & RT
 ELLIOT STREET
 60+00 TO 60+86 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 A 10+22 RT - ONLY
 A 10+58 RT - LEFT TURN ARROW
 A 12+83 RT - ONLY
 A 13+13 RT - LEFT TURN ARROW
 A 14+23 LT - RIGHT TURN ARROW
 A 14+67 LT - ONLY
 FLAT STREET
 51+27 RT - LEFT TURN ARROW
 51+27 RT - RIGHT TURN ARROW
 ELLIOT STREET
 60+04 RT - RIGHT TURN ARROW
 60+37 RT - ONLY
 60+51 RT - ONLY
 60+77 RT - LEFT TURN ARROW
 60+97 RT - RIGHT TURN ARROW

TEMPORARY LETTER OR SYMBOL, PAINT
 A 10+58 RT - LEFT TURN ARROW
 A 12+83 RT - LEFT TURN ARROW
 A 14+23 LT - RIGHT TURN ARROW
 FLAT STREET
 51+27 RT - LEFT TURN ARROW
 51+27 RT - RIGHT TURN ARROW
 ELLIOT STREET
 60+04 RT - RIGHT TURN ARROW
 60+77 RT - LEFT TURN ARROW
 60+97 RT - RIGHT TURN ARROW

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 A 10+83 LT TO RT
 A 11+25 LT TO RT
 A 13+48 LT TO RT
 A 13+97 LT TO RT
 FLAT STREET
 51+48 TO 51+52 LT TO RT
 ELLIOT STREET
 61+07 TO 61+27 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 A 10+68 RT
 A 11+45 LT
 A 13+22 RT
 A 14+14 LT
 FLAT STREET
 51+35 RT
 ELLIOT STREET
 60+86 RT
 61+06 RT

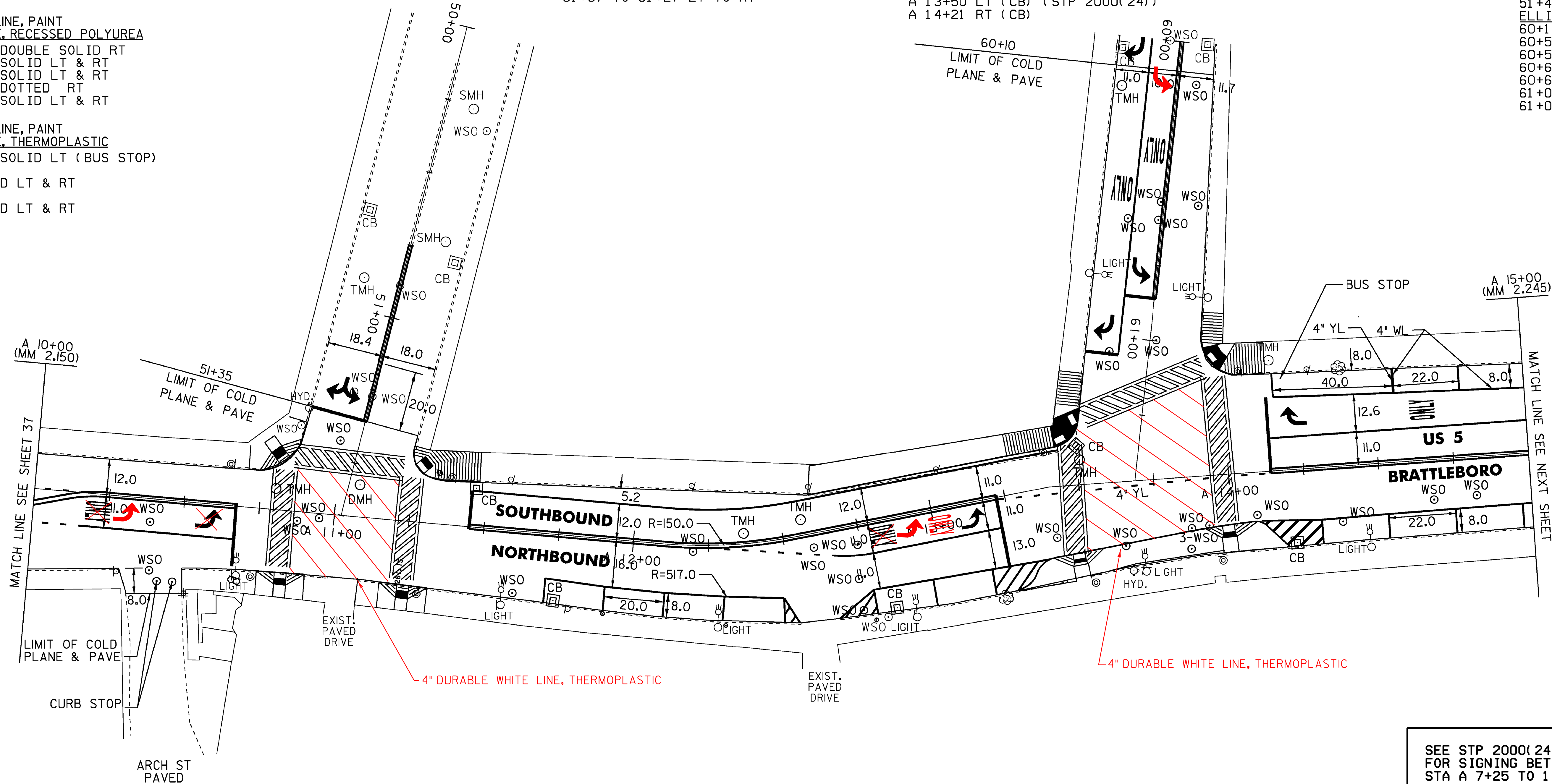
CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 A 11+08 LT (DMH)

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 A 11+46 LT (CB)
 A 11+75 RT (CB)
 A 12+83 RT (CB)
 A 13+50 LT (CB) (STP 2000(24))
 A 14+21 RT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 A 10+80 LT (TMH)
 A 12+37 LT (TMH)
 A 12+57 LT (TMH)
 A 13+51 LT (TMH)
 ELLIOT ST
 60+17 RT (TMH)

ADJUST ELEVATION
 OF VALVE BOX
 (TO BE ADJUSTED BY OWNER)
 A 10+43 RT (CURB STOP)
 A 10+48 RT (CURB STOP)

ADJUST ELEVATION
 OF VALVE BOX
 (TO BE ADJUSTED BY OWNER)
 A 10+39 RT
 A 10+40 RT
 A 10+88 RT
 A 10+95 RT
 A 11+61 RT
 A 12+20 RT
 A 12+59 RT
 A 12+73 RT
 A 12+73 RT
 A 12+74 RT
 A 12+74 RT
 A 13+42 RT
 A 13+64 RT
 A 13+86 RT
 A 13+87 RT
 A 13+92 RT
 A 14+09 RT
 A 14+37 RT
 A 14+68 RT
 A 14+82 RT
 FLAT STREET
 51+44 RT
 ELLIOT ST
 60+14 LT
 60+54 LT
 60+54 RT
 60+60 RT
 60+60 RT
 61+00 LT
 61+05 RT



NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 13 US 5

PROJECT NAME: BRATTLEBORO	PLOT DATE: 05-APR-2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: MRS
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 39 OF 163
DESIGNED BY: NULL	
IPARM FILE NAME: 06D214_39	

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 A 15+00 TO A 15+16 SOLID LT (LANE LINE)
 A 15+25 TO A 16+04 DOTTED RT (LANE LINE)
 A 16+04 TO A 17+37 SOLID RT (LANE LINE)
 B 18+51 TO B 20+50 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 A 15+00 TO A 15+14 SOLID LT (NO PARKING)
 A 15+00 TO A 16+97 SOLID RT (PARKING)
 A 15+25 TO A 17+23 SOLID LT (PARKING)
 A 16+97 TO A 17+19 SOLID RT (NO PARKING)
 A 17+23 TO A 17+43 SOLID LT (NO PARKING)
 B 18+99 TO B 20+50 SOLID LT (PARKING)
 B 19+46 TO B 19+90 SOLID RT (PARKING)
 HIGH STREET
 70+00 TO 71+13 SOLID RT (LANE LINE)
 70+11 TO 71+03 SOLID LT (NO PARKING)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 A 15+00 TO A 15+25 SOLID LT & RT
 A 15+25 TO A 17+04 DOUBLE SOLID LT
 A 17+04 TO B 18+57 DOTTED LT
 A 18+57 TO B 20+50 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 A 18+51 TO B 18+99 SOLID LT (BUS STOP)
 HIGH STREET
 70+00 TO 70+95 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 A 15+11 LT - RIGHT TURN ARROW
 A 16+08 RT - LEFT TURN ARROW
 A 16+52 RT - ONLY
 A 16+95 RT - LEFT TURN ARROW
 B 18+60 LT - RIGHT TURN ARROW
 B 19+01 LT - ONLY
 B 20+22 LT - RIGHT TURN ARROW
 HIGH STREET
 70+04 RT - RIGHT TURN ARROW
 70+04 RT - LEFT TURN ARROW
 70+46 RT - ONLY
 70+54 RT - ONLY
 70+87 RT - LEFT TURN ARROW
 71+04 RT - RIGHT TURN ARROW

TEMPORARY LETTER OR SYMBOL, PAINT
 A 15+11 LT - RIGHT TURN ARROW
 A 16+08 RT - LEFT TURN ARROW
 A 16+95 RT - LEFT TURN ARROW
 B 18+60 LT - RIGHT TURN ARROW
 B 20+22 LT - RIGHT TURN ARROW
 HIGH STREET
 70+04 RT - RIGHT TURN ARROW
 70+04 RT - LEFT TURN ARROW
 70+87 RT - LEFT TURN ARROW
 71+04 RT - RIGHT TURN ARROW

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 A 15+99 LT (CB)
 A 17+48 RT (CB) (STP 2000(24))
 A 17+58 LT (CB) (STP 2000(24))
 B 18+47 LT (CB)
 B 18+49 RT (CB) (STP 2000(24))
 B 19+41 LT (CB)
 B 19+48 RT (CB)
 HIGH STREET
 71+08 LT (CB)
 71+28 RT (CB)

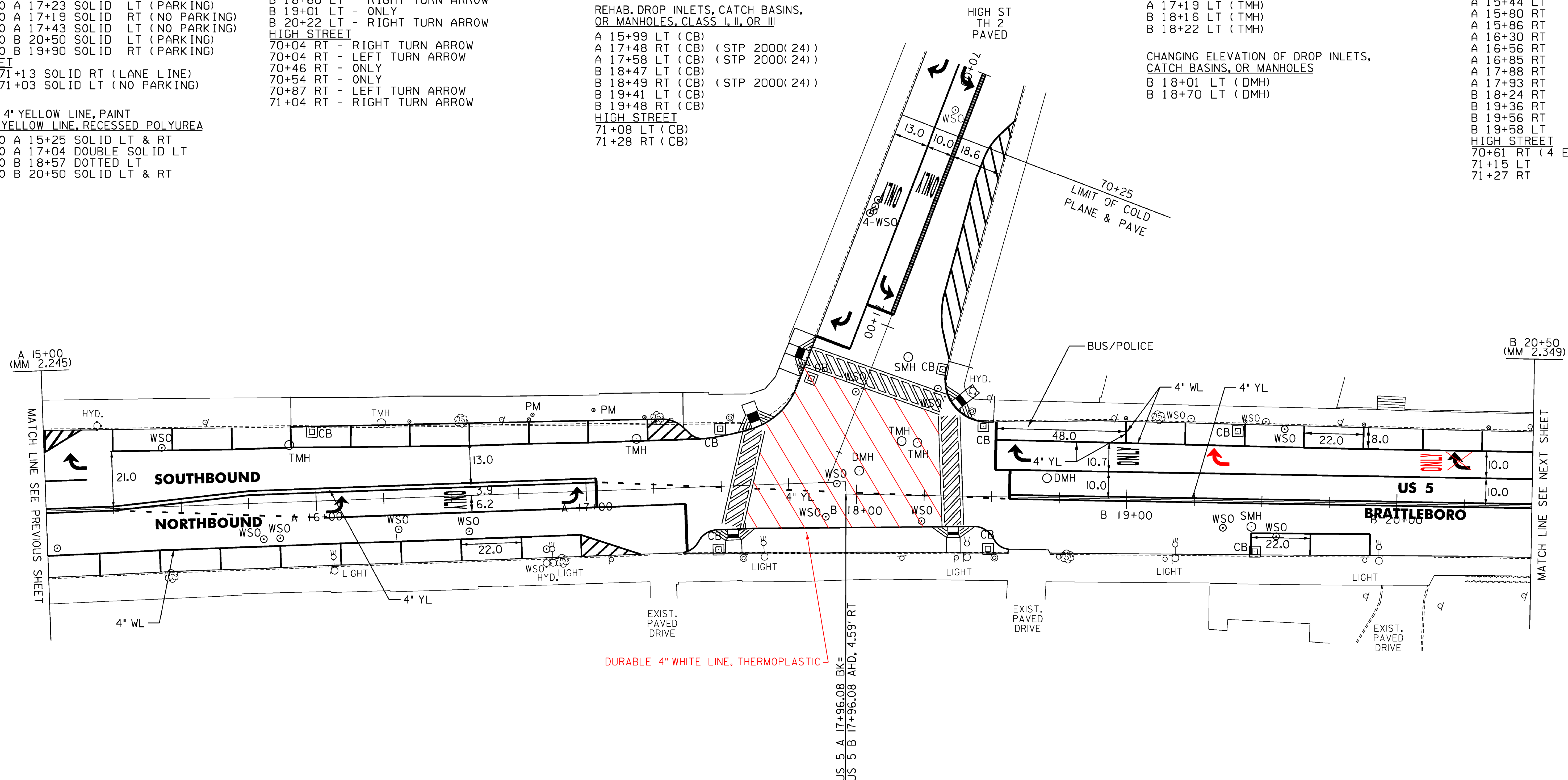
TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 A 17+04 LT TO RT
 A 17+37 RT
 B 18+52 LT
 B 18+57 LT
 HIGH STREET
 70+95 RT
 71+13 RT

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 A 17+53 TO A 17+63 RT TO LT
 B 18+34 TO A 18+36 LT TO RT
 HIGH STREET
 71+20 LT TO RT

CHANGING ELEVATION OF SEWER MANHOLES
 B 19+46 RT
 HIGH STREET
 71+06 LT

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 A 15+91 LT (TMH)
 A 17+19 LT (TMH)
 B 18+16 LT (TMH)
 B 18+22 LT (TMH)

ADJUST ELEVATION OF VALVE BOX
 A 15+04 RT
 A 15+44 LT
 A 15+80 RT
 A 15+86 RT
 A 16+30 RT
 A 16+56 RT
 A 16+85 RT
 A 17+88 RT
 A 17+93 RT
 B 18+24 RT
 B 19+36 RT
 B 19+56 RT
 B 19+58 LT
 HIGH STREET
 70+61 RT (4 EACH)
 71+15 LT
 71+27 RT



SEE STP 2000(24)
 FOR SIGNING BETWEEN
 STA A 7+25 TO 128+25

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
---	=	EXISTING GUARDRAIL
---	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 14 US 5

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214.40
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	40 OF 163

NOT TO SCALE

MODEL: Default
 CLD_08-0324_Z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 B 20+50 TO B 20+67 SOLID LT (LANE LINE)
 B 20+67 TO B 22+43 DOTTED LT (LANE LINE)
 B 22+35 TO B 22+43 DOTTED RT (LANE LINE)
 B 22+53 TO B 23+12 DOTTED RT
 B 22+54 TO B 23+13 DOTTED LT (LANE LINE)
 B 22+62 TO B 23+12 DOTTED RT (LANE LINE)
 B 23+12 TO B 23+68 SOLID RT (LANE LINE)
 B 23+12 TO B 23+67 SOLID RT
 B 23+84 TO 127+79 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 B 20+50 TO B 20+53 SOLID LT (PARKING)
 B 20+53 TO B 20+70 SOLID LT (NO PARKING)
 B 21+19 TO B 21+79 SOLID LT (PARKING)
 B 21+32 TO B 21+54 SOLID RT (PARKING)
 B 22+15 TO B 22+35 SOLID RT (PARKING)
 B 22+64 TO B 23+52 SOLID LT (PARKING)
 128+13 TO 128+53 SOLID RT
 128+53 TO 128+73 SOLID RT (PARKING)
 SOUTHBOUND
 221+07 TO 221+38 SOLID LT (NO PARKING)
 221+38 TO 222+50 SOLID LT (PARKING)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 B 20+50 TO B 22+42 SOLID LT & RT
 B 22+53 TO B 23+69 DOUBLE SOLID LT
 SOUTHBOUND
 221+53 TO 222+50 DOUBLE SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 GROVE STREET
 80+57 TO 80+88 DOUBLE SOLID RT
 HARRIS PLACE
 90+29 TO 90+79 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, THERMOPLASTIC
 B 23+60 CL - LEFT TURN ARROW
 GROVE STREET
 80+79 RT - RIGHT TURN ARROW
 HARRIS PLACE
 90+37 LT - RIGHT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 B 20+63 LT - ONLY
 B 23+16 CL - ONLY
 B 23+60 CL - LEFT TURN ARROW
 GROVE STREET
 80+61 RT - ONLY
 80+79 RT - RIGHT TURN ARROW
 HARRIS PLACE
 90+74 LT - ONLY
 90+37 LT - RIGHT TURN ARROW

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 GROVE STREET
 80+88 RT
 HARRIS PLACE
 90+29 LT

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 B 22+48 LT TO RT
 B 23+76 LT TO RT
 GROVE STREET
 80+97 TO 80+98 LT TO RT
 HARRIS PLACE
 90+20 TO 90+21 LT TO RT

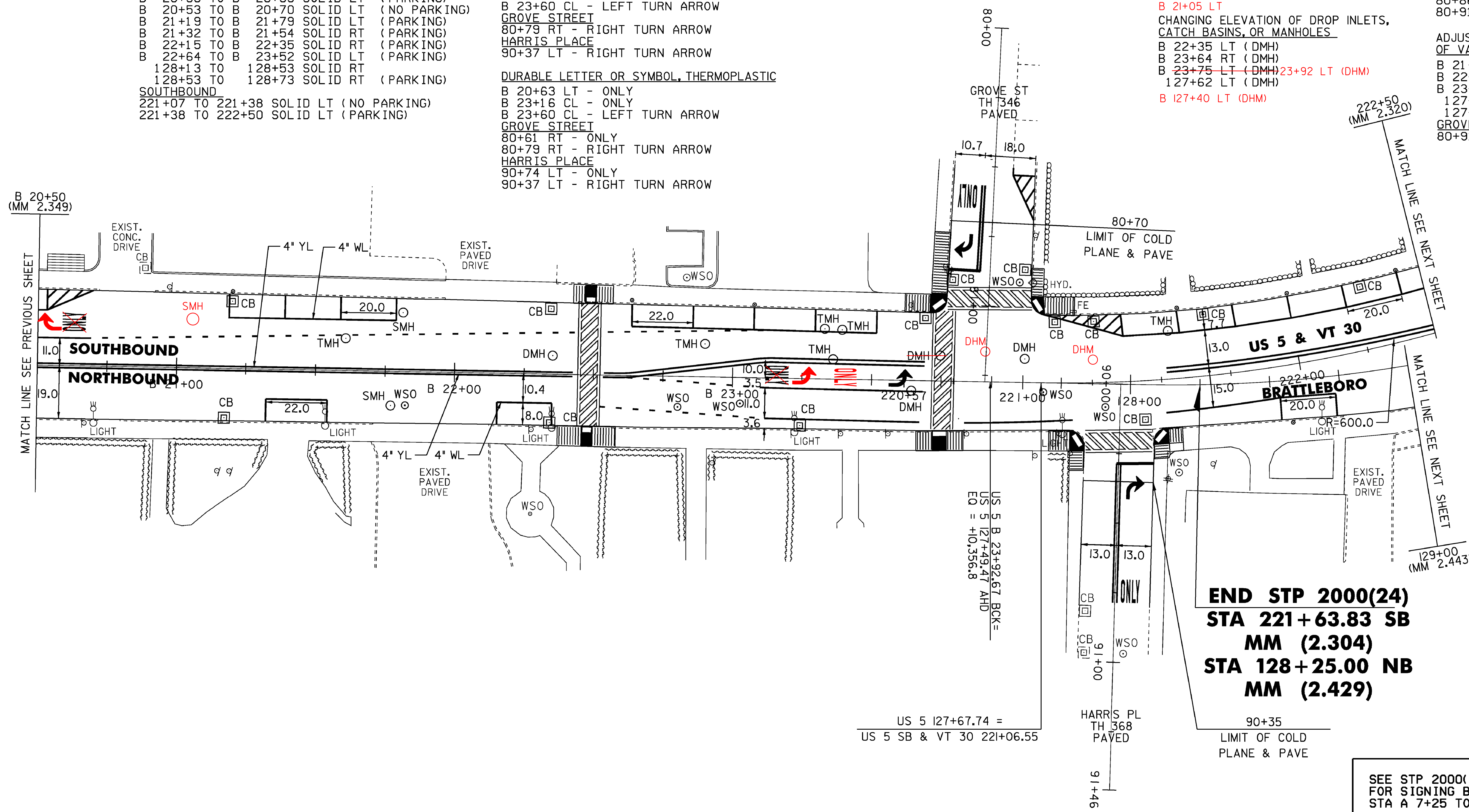
CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 B 21+61 LT (TMH)
 B 22+90 LT (TMH)
 B 23+33 LT (TMH)
 B 23+36 LT (TMH)
 B 23+39 LT (TMH)
 SOUTHBOUND
 221+54 LT (TMH)

CHANGING ELEVATION
 OF SEWER MANHOLES
 B 21+77 RT
 B 21+81 LT
 B 21+05 LT

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 B 22+35 LT (DMH)
 B 23+64 RT (DMH)
 B 23+75 LT (DMH) 23+92 LT (DHM)
 127+62 LT (DMH)
 B 127+40 LT (DHM)

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 B 21+17 RT (CB)
 B 21+20 LT (CB)
 B 22+34 LT (CB)
 B 22+34 RT (CB)
 B 23+25 RT (CB)
 B 23+69 LT (CB)
 128+06 RT (CB)
 SOUTHBOUND
 221+12 LT (CB)
 221+27 LT (CB)
 221+68 LT (CB)
 222+28 LT (CB)
 GROVE STREET
 80+86 LT (CB)
 80+91 RT (CB)

ADJUST ELEVATION
 OF VALVE BOX
 B 21+82 RT
 B 22+80 RT
 B 23+03 RT
 127+69 RT
 127+91 RT
 GROVE STREET
 80+91 LT



NOT TO SCALE

- LEGEND
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 15 US 5

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I)
 FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214-41

PLOT DATE: 05-APR-2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 41 OF 163

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA

131+37 TO 131+39 SOLID LT
131+54 SOLID LT
131+54 TO 131+79 SOLID LT (LANE LINE)
131+85 TO 132+50 SOLID RT
SOUTHBOUND

224+79 TO 225+75 SOLID RT (LANE LINE)
224+80 TO 225+05 SOLID RT
224+83 TO 226+25 SOLID LT
225+75 TO 226+25 DASHED CL (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC

129+29 TO 129+78 SOLID RT (NO PARKING)
130+30 TO 130+50 SOLID RT (NO PARKING)
130+50 TO 131+13 SOLID RT (PARKING)
131+13 TO 131+30 SOLID RT (NO PARKING)
131+38 SOLID RT (TH 366)
131+68 TO 131+72 SOLID RT (TH 366)
SOUTHBOUND

222+50 TO 223+67 SOLID LT (PARKING)
223+67 TO 223+81 SOLID LT (NO PARKING)
223+81 TO 224+21 SOLID LT (PARKING)
224+21 TO 224+77 SOLID LT (NO PARKING)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, THERMOPLASTIC

131+33 RT TO LT
131+37 TO 131+88 RT
SOUTHBOUND

224+75 TO 224+80 LT
224+77 TO 225+13 RT
225+85 RT TO LT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE

131+39 TO 131+54 LT
131+55 TO 131+70 RT (TH 366)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC

131+46 LT - STOP
131+61 RT - STOP (TH 366)
SOUTHBOUND

224+94 RT - THRU ARROW ARROW

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

130+22 TO 130+30 RT (SIDEWALK)
131+28 TO 131+35 LT (LANDING)
131+31 TO 131+36 RT (LANDING)
131+33 TO 131+36 LT (LANDING)
131+72 TO 131+80 LT (LANDING)
131+89 TO 131+94 RT (RAMP TYPE 1)
SOUTHBOUND

224+69 TO 224+76 RT (RAMP TYPE 1)
225+75 TO 226+00 RT

VERTICAL GRANITE CURB

130+18 TO 130+35 LT
130+22 TO 130+30 RT
SOUTHBOUND

223+57 TO 223+75 RT

DETECTABLE WARNING SURFACE (DWS)

131+30 LT
131+33 LT
131+35 RT
131+36 LT
131+74 LT
131+90 RT
SOUTHBOUND

224+74 RT
225+85 RT

PRECAST REINFORCED CONCRETE CURB, TYPE B

131+89 TO 131+94 RT

THINNING AND TRIMMING FOR SIGNS
(SEE DETAIL ON SHEET 10)
SOUTHBOUND

226+00 LT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III

129+76 RT (CB)
131+79 RT (CB)
SOUTHBOUND

224+12 LT (CB)
225+27 RT (CB)
225+46 LT (CB)

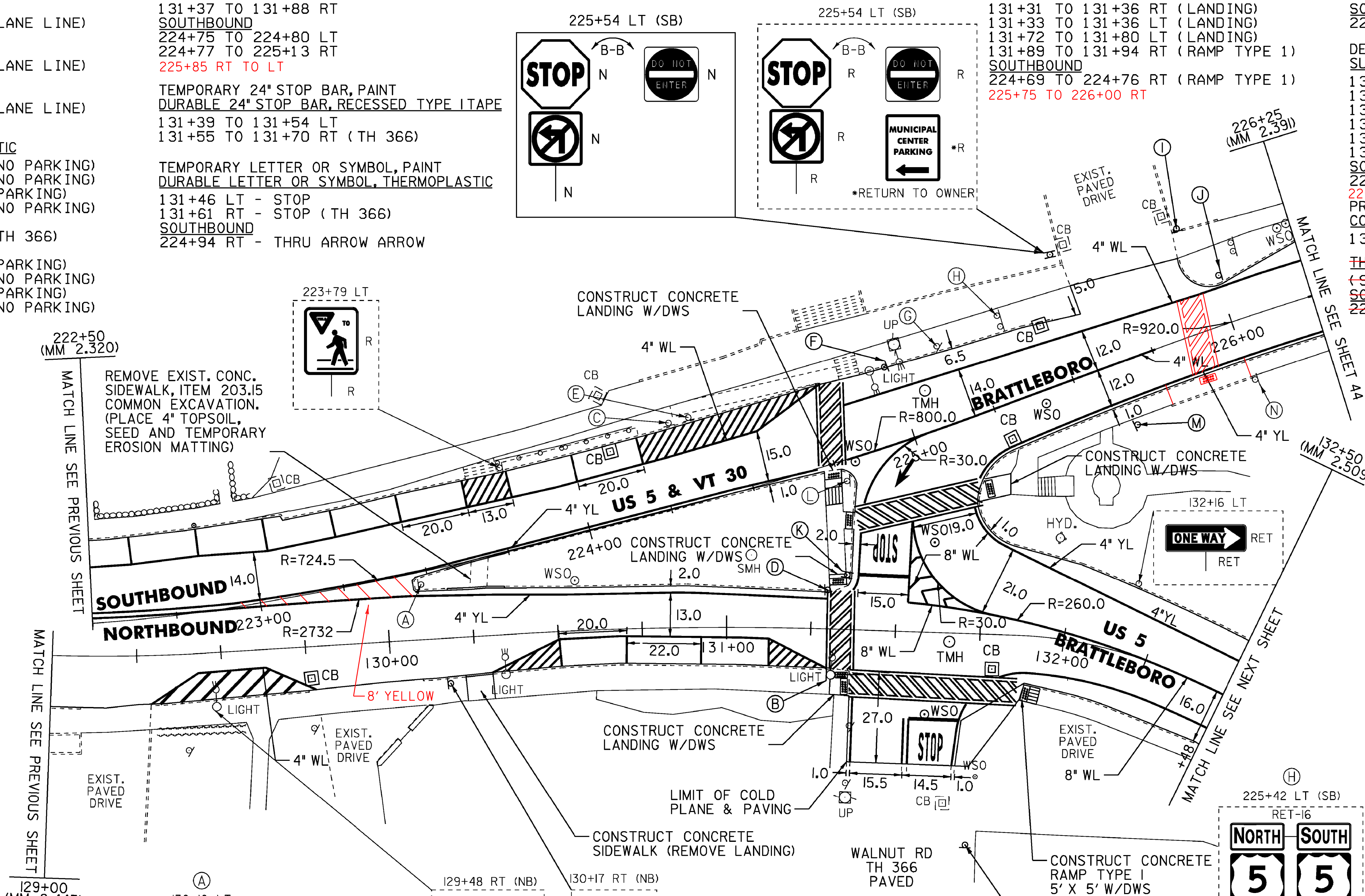
ADJUST ELEVATION OF VALVE BOX

131+59 RT
131+61 LT
SOUTHBOUND

224+81 RT
225+40 RT

REMOVING SIGNS AS SHOWN - 23

ERECTING SALVAGED SIGNS AS SHOWN - 1



TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA

129+54 TO 131+30 SOLID LT
131+72 TO 132+50 SOLID LT
SOUTHBOUND

222+50 TO 222+93 DOUBLE SOLID LT
222+93 TO 224+71 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC

131+55 DOUBLE SOLID RT (TH 366)
SOUTHBOUND

225+15 TO 226+25 SOLID RT

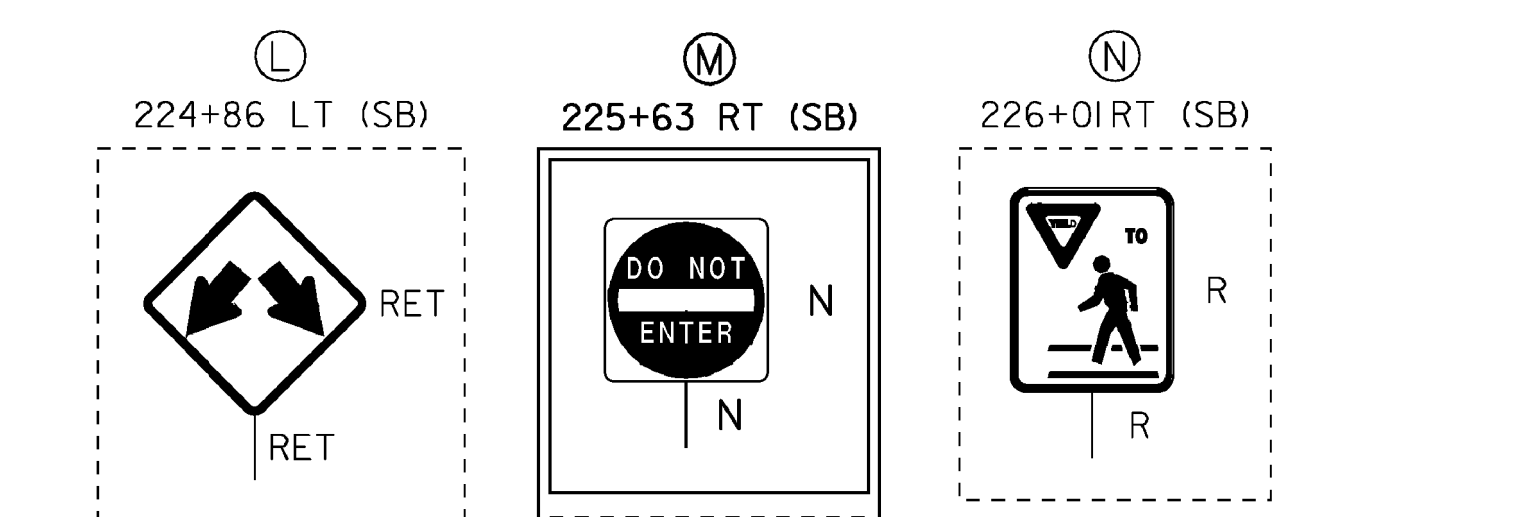
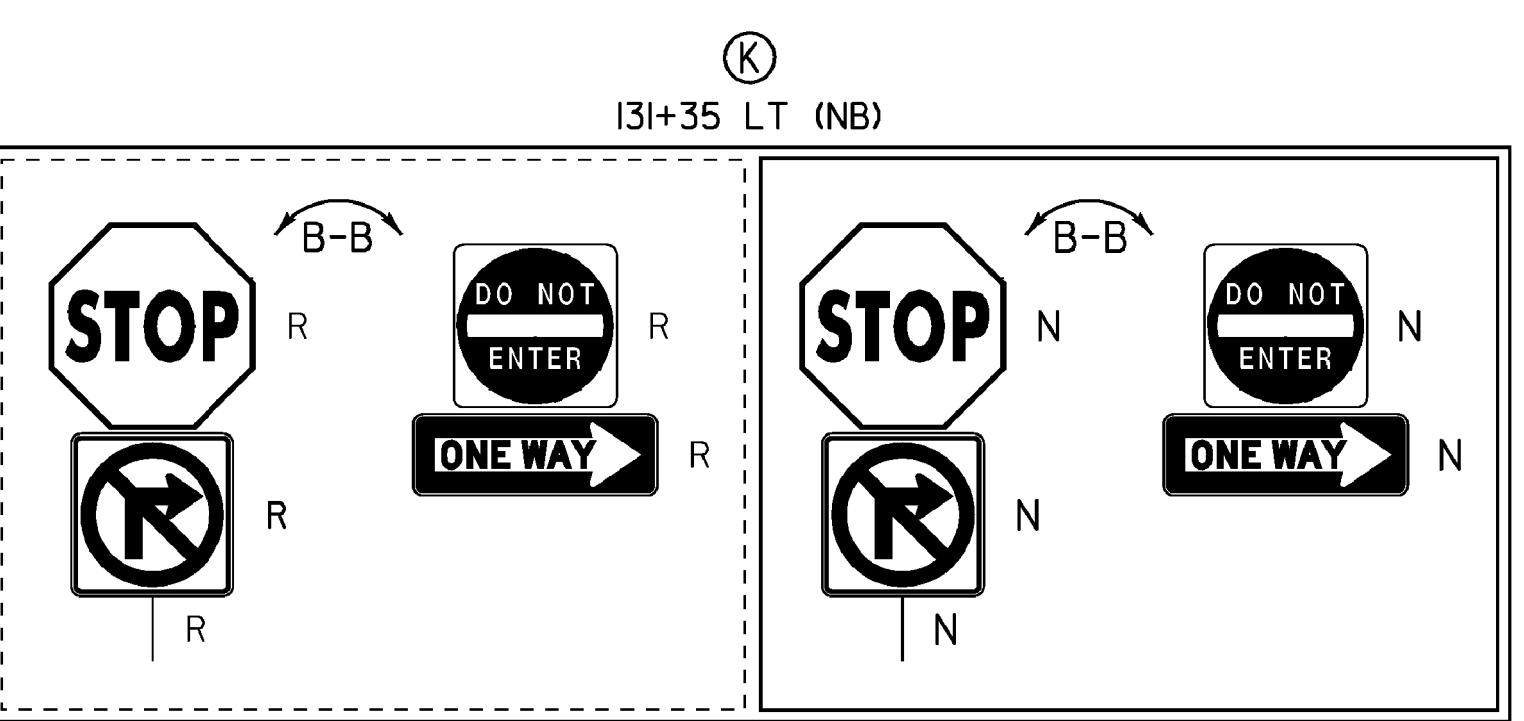
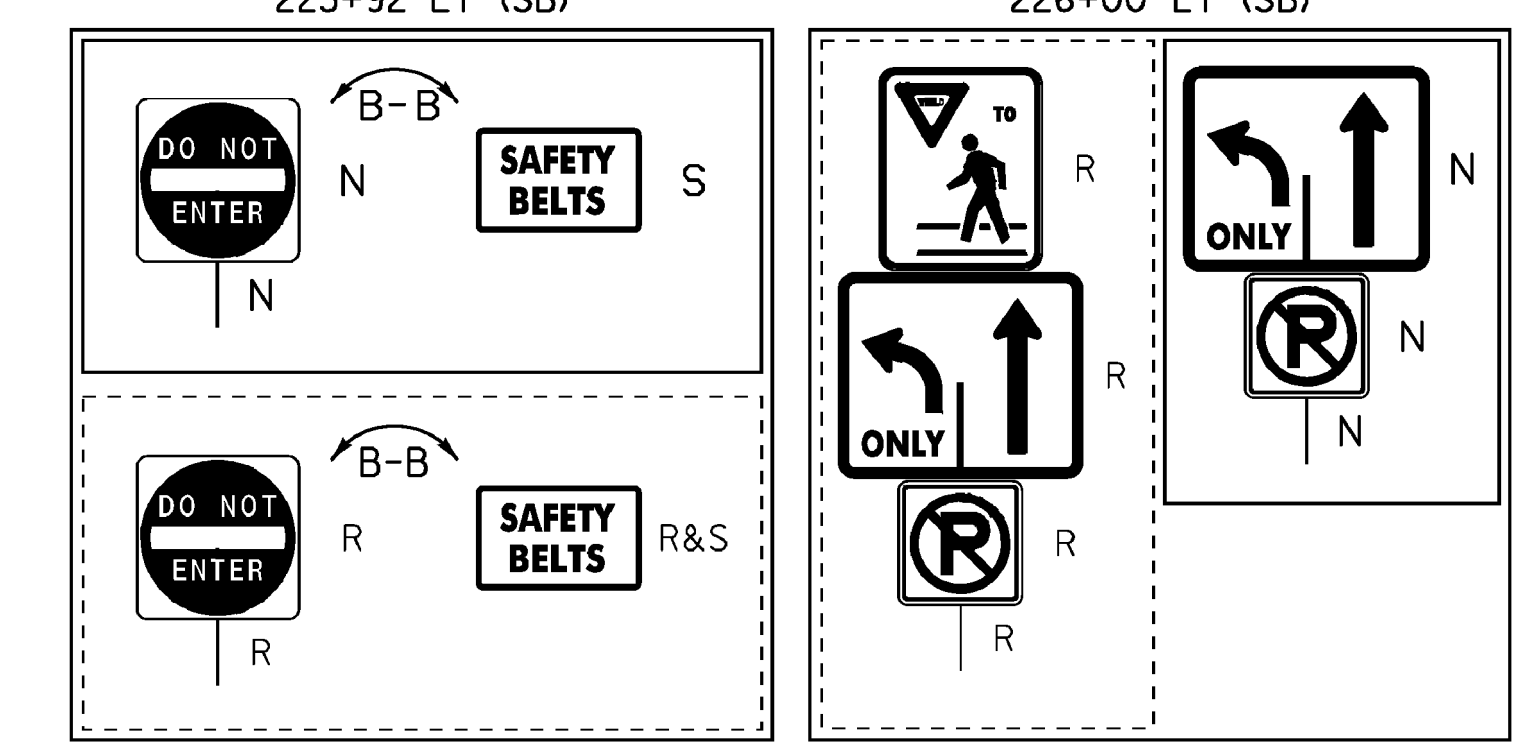
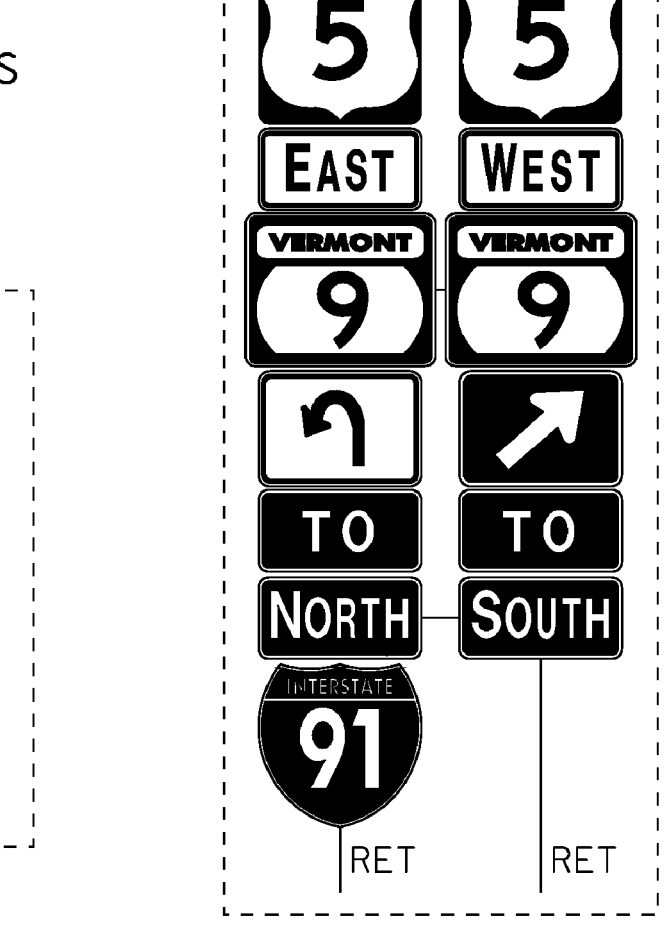
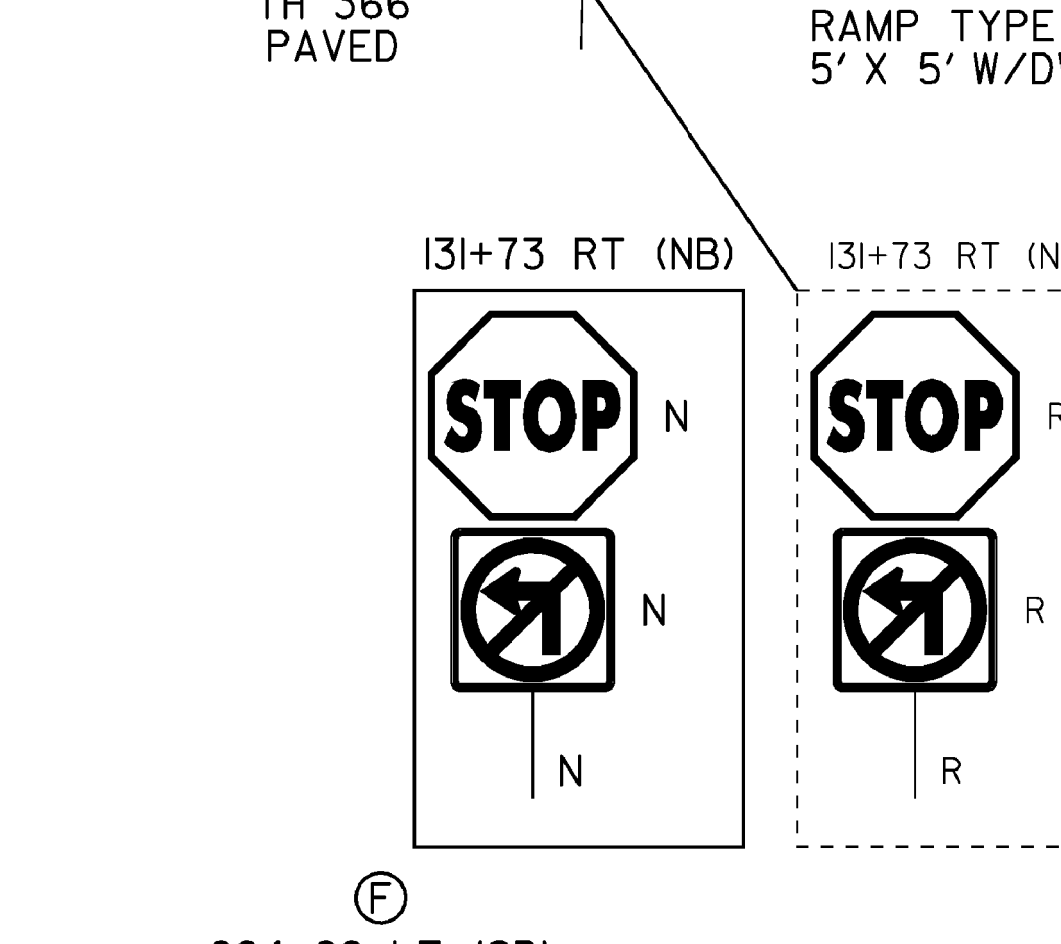
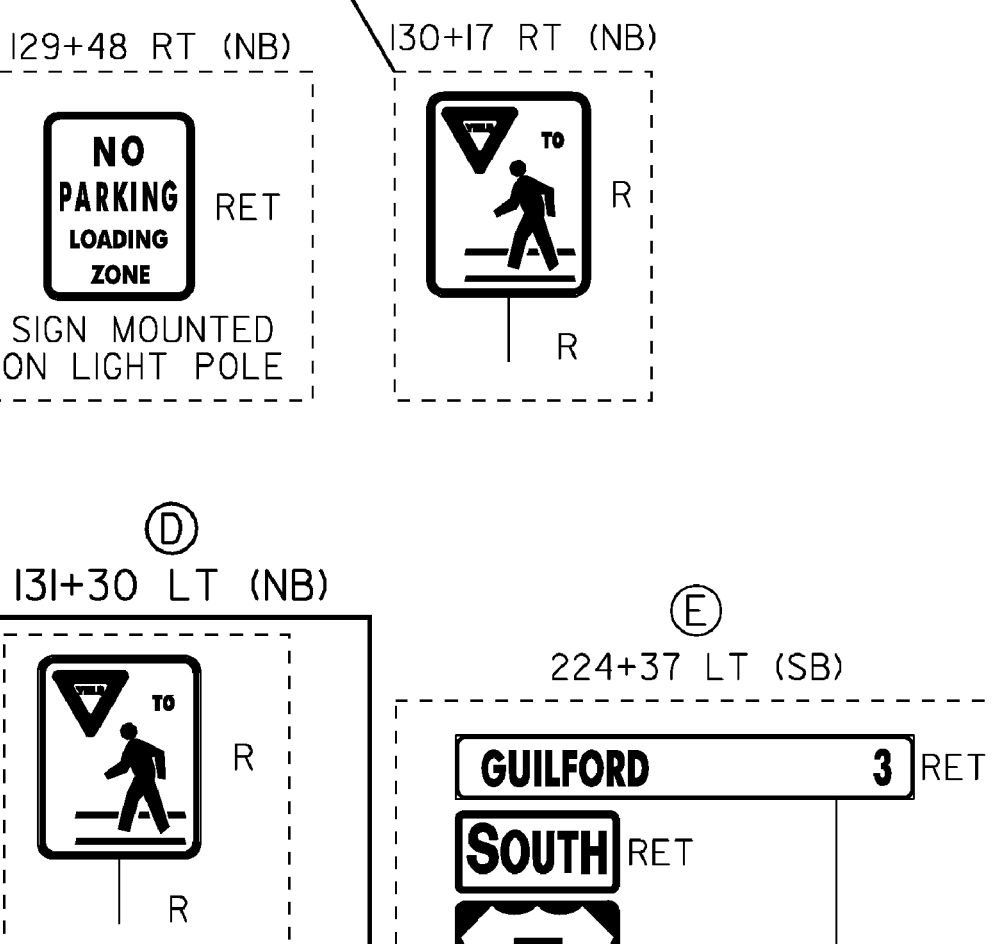
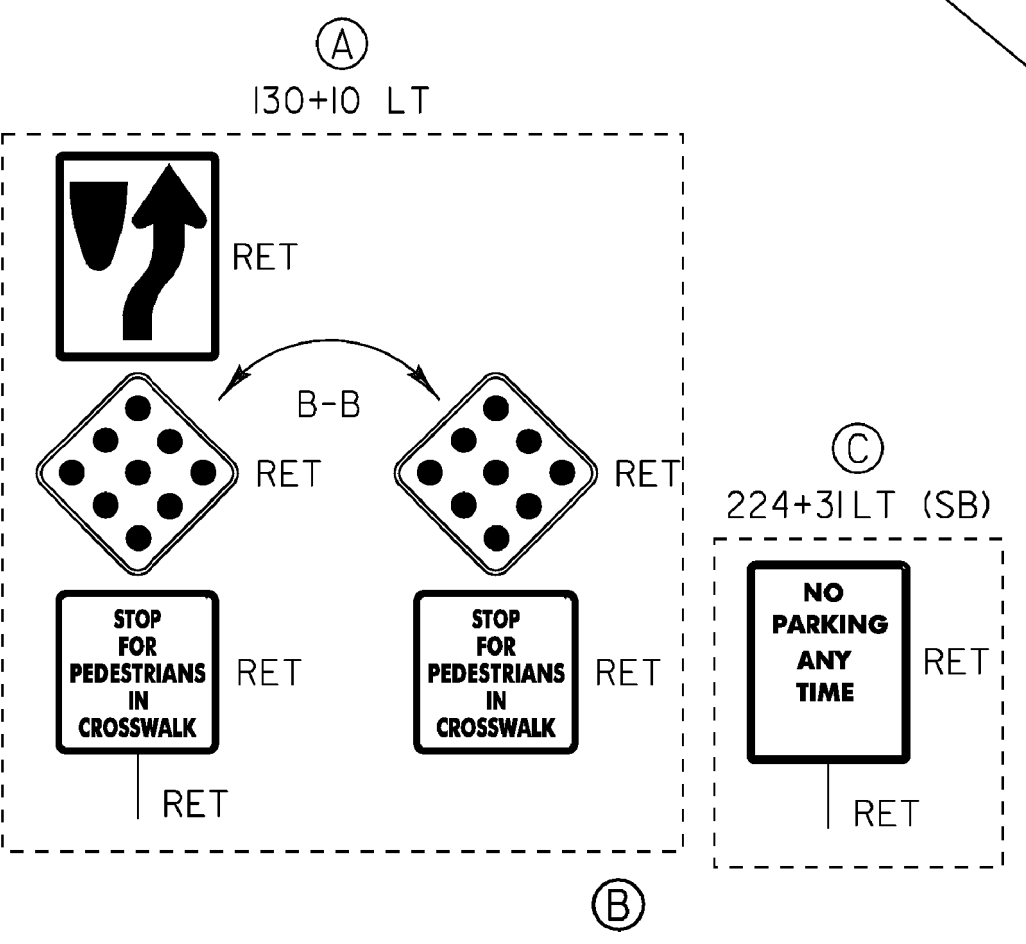
TEMPORARY 8" WHITE LINE, PAINT
DURABLE 8" WHITE LINE, THERMOPLASTIC

131+53 TO 132+50 SOLID LT (LANE LINE)
131+54 TO 131+70 LT (GORE)

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
(TO BE ADJUSTED BY OWNER)

131+66 RT (TMH)
SOUTHBOUND

225+07 LT (TMH)



LEGEND

R = REMOVE EXISTING
S = SALVAGE
R&S = REMOVE AND SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
--- = EXISTING GUARDRAIL
--- = PROPOSED GUARDRAIL
YL = YELLOW LINE
WL = WHITE LINE

ROADWAY LAYOUT 16 US 5 & VT 30

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_42

PLOT DATE: 05-APR-2010
DRAWN BY: MRS
CHECKED BY: PTS
SHEET 42 OF 163

NOT TO SCALE

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 132+50 TO 134+43 SOLID RT
 132+81 TO 134+43 DASHED LT (LANE LINE)
 134+51 TO 135+50 SOLID LT (LANE LINE)
 134+51 TO 135+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 132+50 TO 134+43 SOLID LT
 134+51 TO 135+50 SOLID LT

TEMPORARY 8" WHITE LINE, PAINT
 DURABLE 8" WHITE LINE, THERMOPLASTIC
 132+50 TO 132+81 SOLID LT (LANE LINE)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 134+48 LT TO RT

TEMPORARY LETTER OR SYMBOL, PAINT
 135+10 LT - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 134+65 LT - ONLY
 135+10 LT - LEFT TURN ARROW

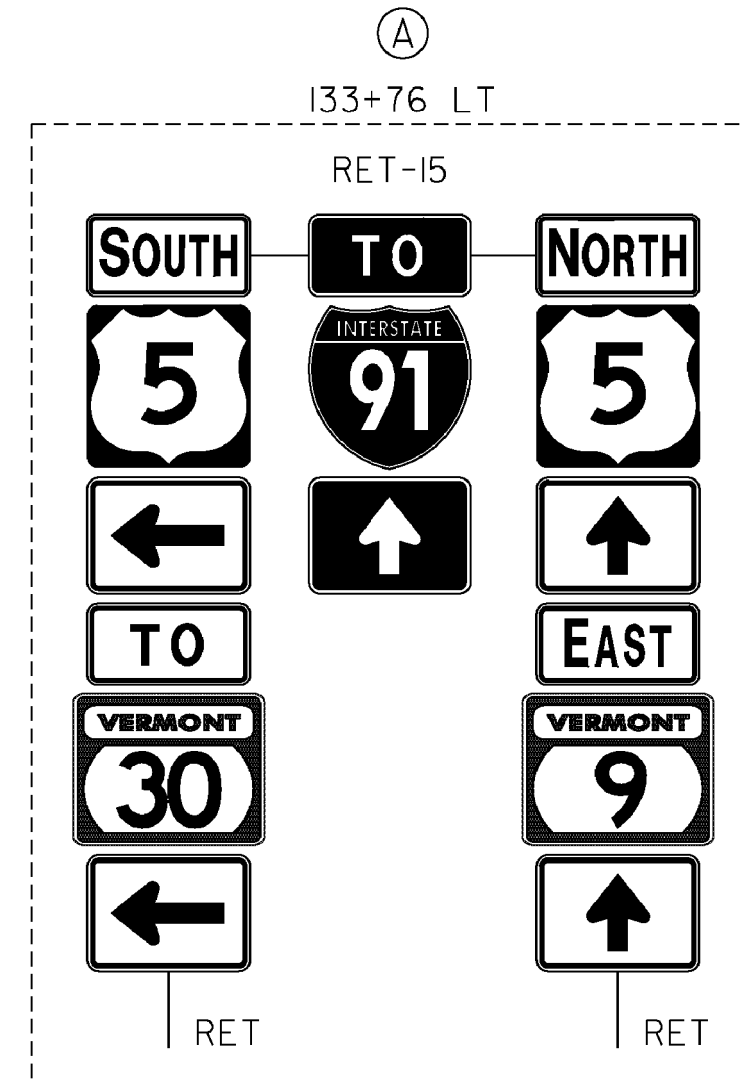
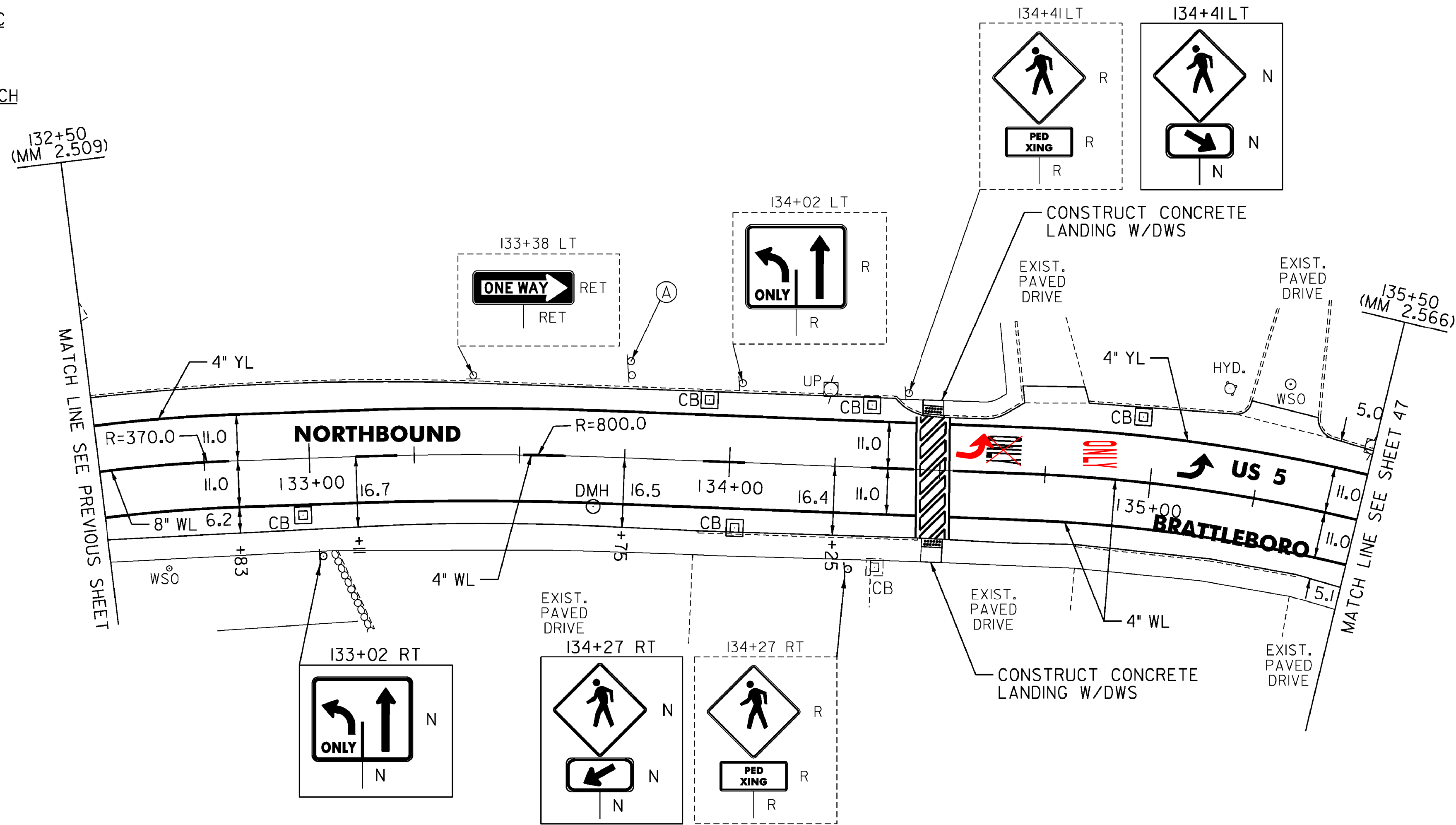
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 134+45 TO 134+50 LT (LANDING)
 134+45 TO 134+50 RT (LANDING)

DETECTABLE WARNING SURFACE (DWS)
 134+48 LT
 134+48 RT

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
 133+68 RT (DMH)

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 132+98 RT (CB)
 133+95 LT (CB)
 134+02 RT (CB)
 134+33 LT (CB)
 134+97 LT (CB)

REMOVING SIGNS AS SHOWN - 5



- LEGEND**
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - - - = EXISTING GUARDRAIL
 - o-o = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 17 US 5

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: MRS
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 43 OF 163
DESIGNED BY: NLL	
IPARM FILE NAME: 06D214_43	

NOT TO SCALE

MODEL: Default
 CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 226+25 TO 228+56 SOLID LT
 226+25 TO 229+00 DASHED RT (LANE LINE)
 228+77 TO 229+00 SOLID LT
 229+08 TO 229+50 SOLID LT
 229+08 TO 229+50 SOLID LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 228+58 TO 228+62 SOLID LT (TH 342)
 228+75 TO 228+77 SOLID LT (TH 342)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 226+25 TO 229+00 SOLID RT
 229+08 TO 229+50 SOLID RT

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 228+57 TO 228+78 LT
 229+04 LT TO RT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 228+68 LT - STOP (TH 342)

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 228+59 TO 228+76 LT (TH 342)

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III

226+79 LT (CB)
 228+62 LT (CB)
 228+62 LT (CB) (TH 342)
 228+83 LT (CB)
 229+04 RT (CB)
 229+39 LT (CB)

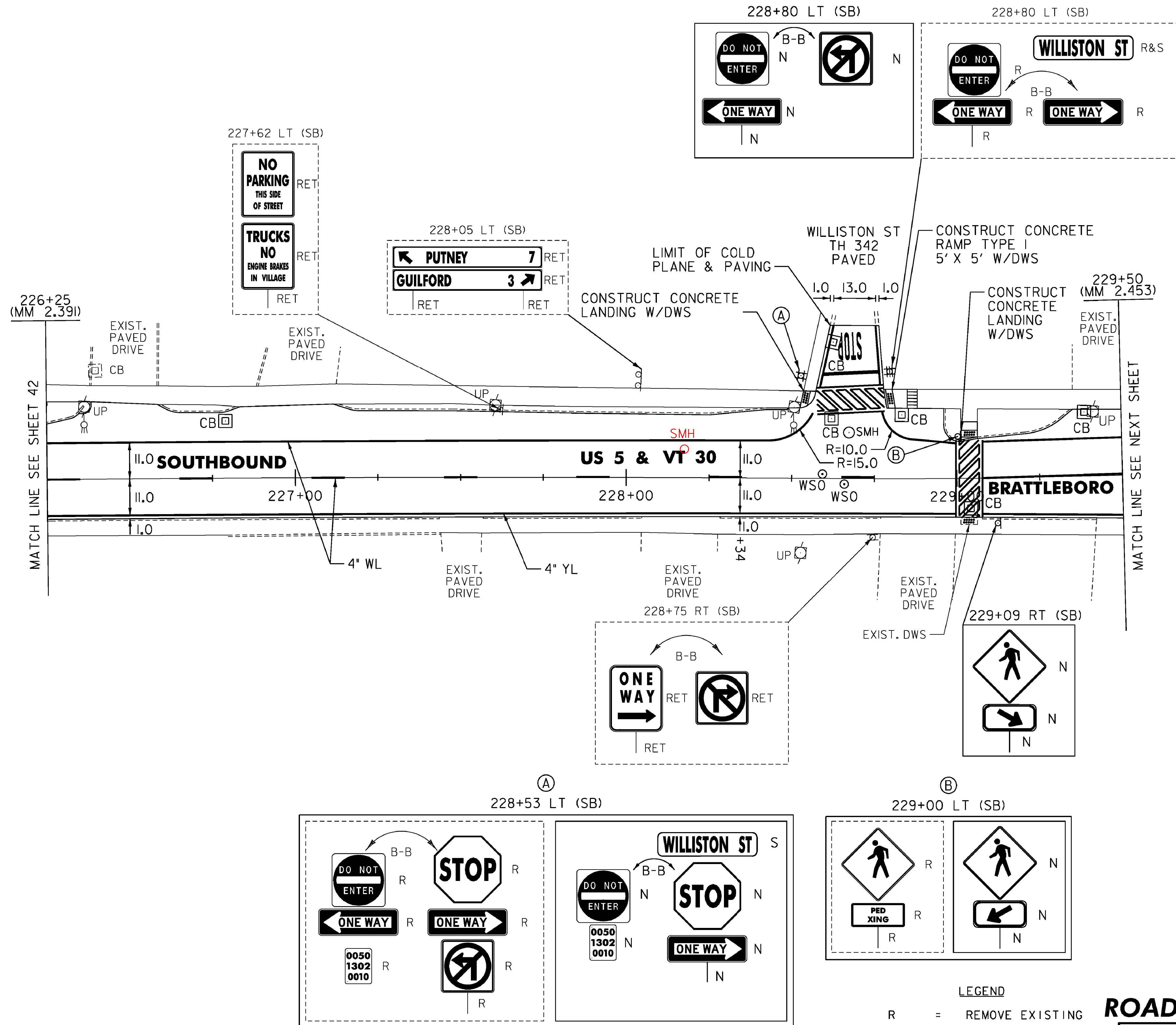
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 228+53 TO 228+57 LT (LANDING)
 228+78 TO 228+88 LT (RAMP TYPE 1)
 229+01 TO 229+06 LT (LANDING)

DETECTABLE WARNING
 SURFACE (DWS)
 228+55 LT
 228+79 LT
 229+04 LT

CHANGING ELEVATION
 OF SEWER MANHOLES
 228+68 LT
 208+20 LT
 ADJUST ELEVATION
 OF VALVE BOX
 228+59 LT
 228+66 RT

REMOVING SIGNS
 AS SHOWN - 12

ERECTING SALVAGED SIGNS
 AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
---	=	EXISTING GUARDRAIL
---	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 18 US 5 & VT 30

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_44
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	44 OF 163

MODEL: Default
CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 229+50 TO 230+83 SOLID LT
 229+50 TO 230+93 SOLID LT (LANE LINE)
 230+55 TO 230+93 SOLID RT (LANE LINE)
 232+36 TO 233+00 SOLID CL (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 230+88 TO 230+89 SOLID LT (CHAPIN ST)
 230+93 TO 231+61 SOLID LT (ISLAND)
 230+93 TO 231+60 SOLID RT (ISLAND)
 231+06 TO 231+07 SOLID LT (CHAPIN ST)
 231+10 TO 231+31 SOLID LT
 231+41 TO 231+61 SOLID LT (ISLAND)
 231+67 TO 231+68 SOLID LT (ISLAND)
 231+70 TO 231+87 SOLID RT (ISLAND)
 231+72 TO 232+01 SOLID LT
 232+01 TO 232+60 SOLID LT (NO PARKING)
 232+60 TO 233+00 SOLID LT (PARKING)
 VT 30
 231+34 TO 1+00 SOLID LT
 0+09 TO 1+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 229+50 TO 231+60 SOLID RT
 230+97 DOUBLE SOLID LT (CHAPIN ST)
 231+69 TO 231+88 SOLID LT (ISLAND)
 231+71 TO 233+00 SOLID RT
 VT 30
 231+41 TO 0+00 SOLID LT
 231+63 TO 0+00 DOUBLE LT & RT
 0+00 TO 0+75 DOUBLE LT & RT
 0+67 TO 1+00 SOLID RT & LT

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 230+84 TO 231+09 LT
 231+32 TO 231+40 LT
 231+64 RT
 231+64 LT
 231+65 TO 231+69 LT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 230+92 LT - STOP (CHAPIN ST)
 231+41 LT - STOP
 231+51 LT - STOP

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 230+88 TO 230+96 LT (CHAPIN ST)
 231+38 TO 231+41 LT
 231+44 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 US 5
 230+78 TO 230+87 LT (RAMP TYPE 6)
 231+09 TO 231+15 LT (LANDING)
 231+31 TO 231+33 LT (LANDING)
 231+40 TO 231+43 LT (LANDING)
 231+62 TO 231+66 RT TO LT (MEDIAN ISLAND)
 231+59 TO 231+67 LT (CONCRETE PAD)
 VT 30
 0+05 TO 0+12 RT (LANDING)

PRECAST REINFORCED CONCRETE CURB, TYPE B
 US 5
 230+86 TO 230+88 LT

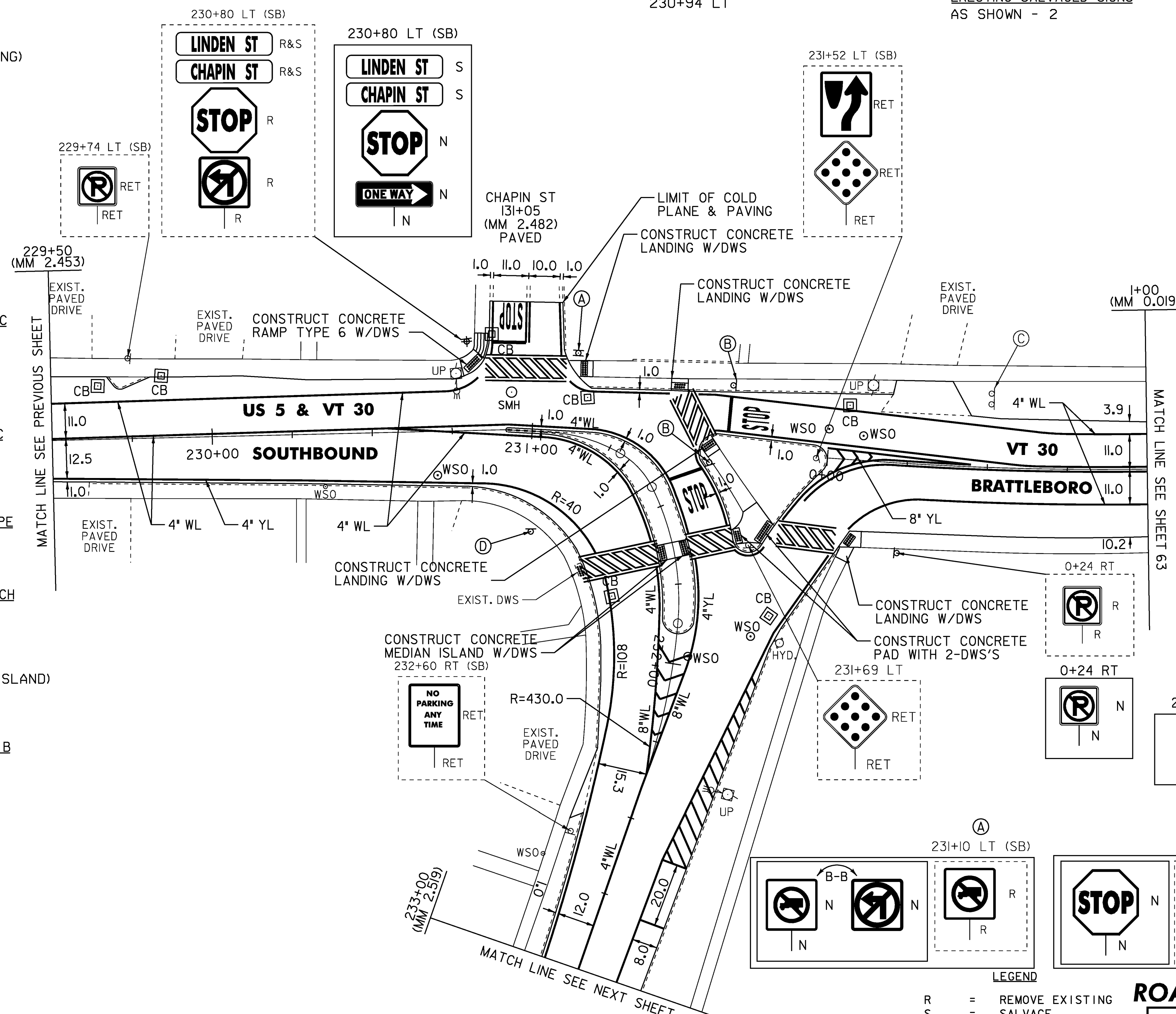
DURABLE 8" WHITE LINE, THERMOPLASTIC
 231+87 TO 232+36 SOLID RT (LANE LINE)
 231+88 TO 232+36 SOLID LT (LANE LINE)
 231+94 TO 232+24 SOLID LT & RT (GORE)

TEMPORARY 8" WHITE LINE, PAINT
 231+87 TO 232+36 SOLID RT (LANE LINE)
 231+88 TO 232+36 SOLID LT (LANE LINE)

DETECTABLE WARNING SURFACE (DWS)
 US 5
 230+83 LT
 231+11 LT
 231+32 LT
 231+41 LT
 231+64 LT (MEDIAN)
 231+64 RT (MEDIAN)
 231+64 LT
 VT 30
 0+07 RT

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 US 5
 229+65 LT (CB)
 229+84 LT (CB)
 230+88 LT (CB)
 231+14 LT (CB)
 231+78 RT (CB)
 231+84 LT (CB)
 VT 30
 0+06 LT (CB)
 CHANGING ELEVATION OF SEWER MANHOLES
 230+94 LT

ADJUST ELEVATION OF VALVE BOX
 US 5
 230+71 RT
 231+48 LT
 231+89 LT
 231+97 LT
 VT 30
 0+01 LT
 REMOVING SIGNS
 AS SHOWN - 8
 ERECTING SALVAGED SIGNS
 AS SHOWN - 2

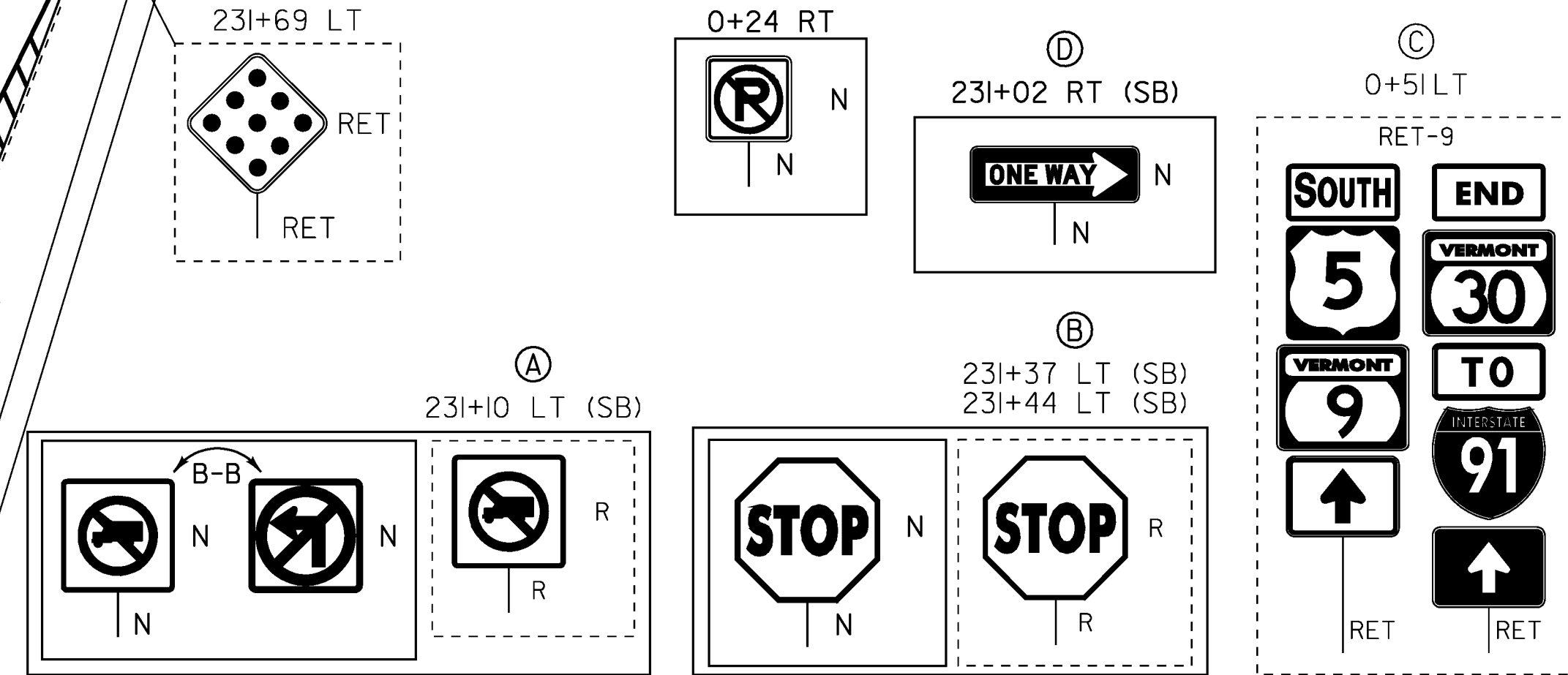


MATCH LINE SEE PREVIOUS SHEET

MATCH LINE SEE SHEET 63

MATCH LINE SEE NEXT SHEET

NOT TO SCALE



ROADWAY LAYOUT 19 US 5 & VT 30

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	05-APR-2010
PROJECT NUMBER:	STP 2623(I)	DRAWN BY:	MRS
FILE NAME:	/pave/06d214/pd214	CHECKED BY:	PTS
PROJECT LEADER:	PTS	SHEET	45 OF 163
DESIGNED BY:	NLL		
IPARM FILE NAME:	06D214_45		

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 233+00 TO 233+66 SOLID CL (LANE LINE)
 233+74 TO 234+55 SOLID LT (LANE LINE)
 234+55 TO 236+00 DASHED LT (LANE LINE)

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 233+00 TO 233+63 SOLID LT (PARKING)
 233+78 TO 234+60 SOLID LT (PARKING)
 234+75 TO 234+80 SOLID LT (NO PARKING)
 234+80 TO 235+01 SOLID LT (PARKING)
 235+18 TO 236+18 SOLID LT (PARKING)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 233+00 TO 233+65 SOLID RT
 233+73 TO 235+07 SOLID RT
 235+15 TO 236+00 SOLID RT

TEMPORARY LETTER OR SYMBOL, PAINT
 233+36 LT - THRU/RIGHT ARROW
 233+36 RT - LEFT ARROW
 234+11 LT - THRU/RIGHT ARROW
 234+94 LT - THRU/RIGHT ARROW
 234+94 RT - LEFT ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 233+36 LT - THRU/RIGHT ARROW
 233+36 RT - LEFT ARROW
 234+11 LT - THRU/RIGHT ARROW
 234+11 RT - ONLY
 234+94 LT - THRU/RIGHT ARROW
 234+94 RT - LEFT ARROW

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 233+69 TO 233+71 RT TO LT
 235+11 RT TO LT

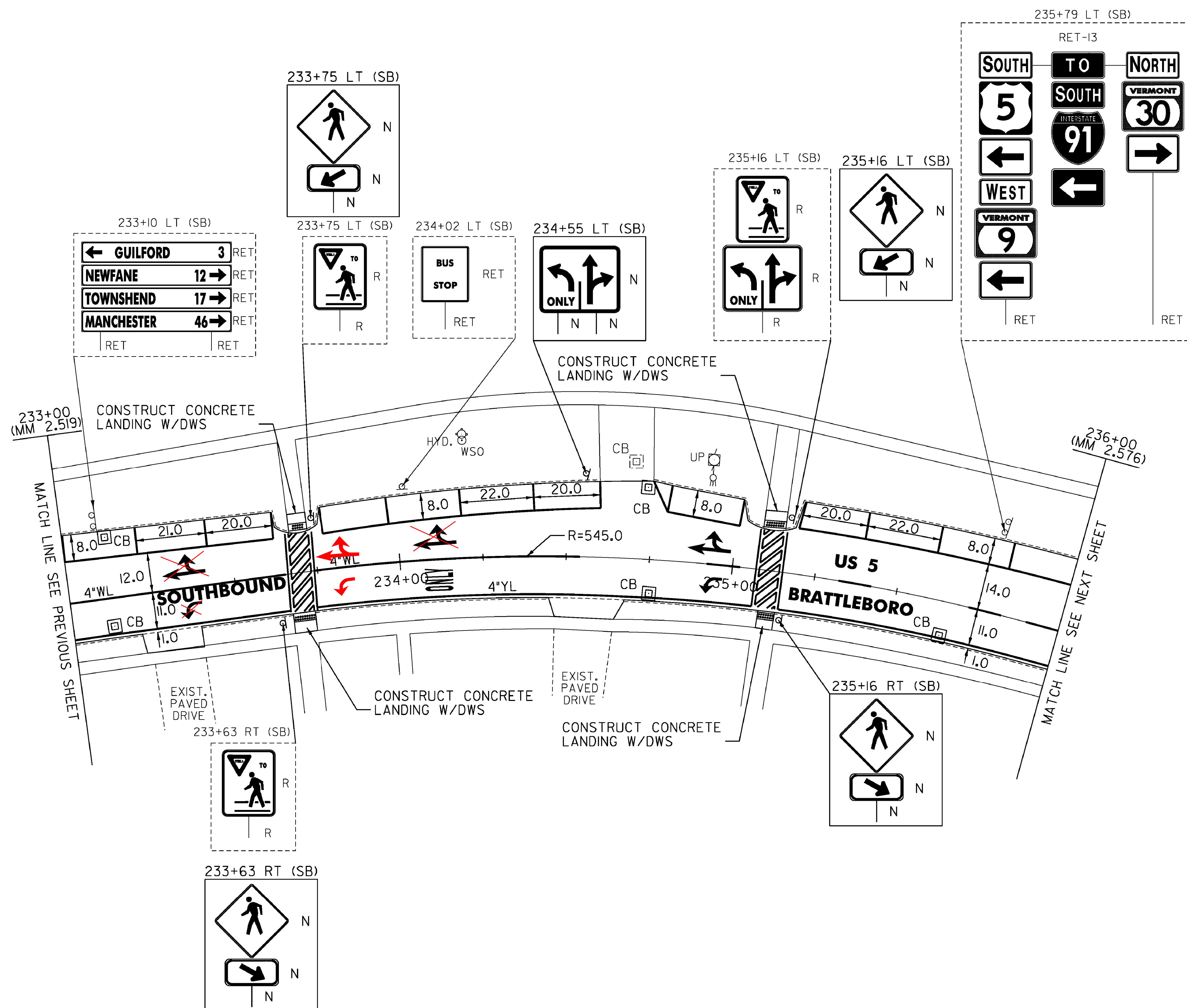
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 233+66 TO 233+73 RT (LANDING)
 233+68 TO 233+73 LT (LANDING)
 235+08 TO 235+15 LT (LANDING)
 235+09 TO 235+14 RT (LANDING)

DETECTABLE WARNING
 SURFACE (DWS)
 233+70 RT
 233+71 LT
 235+11 RT
 235+11 LT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 233+12 RT (CB)
 233+13 LT (CB)
 234+74 LT (CB)
 234+75 RT (CB)
 235+65 RT (CB)

THINNING AND TRIMMING FOR SIGNS
 233+63 RT

REMOVING SIGNS
 AS SHOWN - 4



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 20 US 5

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_46
PLOT DATE:	3/19/2010
DRAWN BY:	MRS
CHECKED BY:	PTS
SHEET	46 OF 163

NOT TO SCALE

MODEL: Default

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TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 135+50 TO 135+85 SOLID CL (LANE LINE)
 135+50 TO 135+95 SOLID RT
 136+21 TO 137+49 SOLID RT
 136+24 TO 137+32 SOLID CL (LANE LINE)
 137+09 TO 137+33 SOLID LT
 137+58 TO 139+50 SOLID RT
 138+03 TO 139+50 SOLID LT
 SOUTHBOUND
 236+00 TO 236+63 DASHED CL
 236+47 TO 237+68 SOLID LT
 236+63 TO 237+00 SOLID CL
 236+63 TO 237+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 135+98 TO 136+04 SOLID RT (TH 364)
 136+21 TO 136+22 SOLID RT (TH 364)
 SOUTHBOUND
 236+00 TO 236+23 SOLID LT (PARKING)
 236+23 TO 236+38 SOLID LT (NO PARKING)
 237+00 TO 237+46 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 135+50 TO 137+02 SOLID LT
 137+32 TO 137+50 SOLID CL
 137+58 TO 137+76 SOLID CL
 137+76 TO 139+50 DOUBLE SOLID LT & RT
 SOUTHBOUND
 237+65 TO 238+16 DOUBLE SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 SOUTHBOUND
 236+00 TO 237+35 SOLID RT

TEMPORARY 8" WHITE LINE, PAINT
 DURABLE 8" WHITE LINE, THERMOPLASTIC
 137+22 TO 137+32 LT (GORE)

TEMPORARY 8" YELLOW LINE, PAINT
 DURABLE 8" YELLOW LINE, THERMOPLASTIC
 137+82 TO 137+99 LT (GORE)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 135+95 TO 136+22 RT
 137+03 TO 137+34 LT
 137+53 TO 137+54 RT TO LT
 SOUTHBOUND
 237+60 TO 237+84 RT TO LT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 136+10 TO 136+21 RT

TEMPORARY LETTER OR SYMBOL, PAINT
 136+16 RT - STOP (TH 364)
 136+80 LT - LEFT TURN ARROW

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 136+16 RT - STOP (TH 364)
 136+35 LT - ONLY
 136+80 LT - LEFT TURN ARROW

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 135+87 TO 135+94 RT (LANDING)
 136+20 TO 136+26 RT (LANDING)
 136+97 TO 137+03 LT (LANDING)
 137+34 TO 137+40 LT (LANDING)
 137+50 TO 137+56 RT (LANDING)
 137+52 TO 137+57 LT (LANDING)
 SOUTHBOUND
 237+55 TO 237+62 RT (LANDING)
 237+86 TO 237+97 LT (LANDING)

DETECTABLE WARNING SURFACE (DWS)
 135+93 RT
 136+22 RT
 137+02 LT
 137+35 LT
 137+54 RT
 137+54 LT
 137+59 RT
 SOUTHBOUND
 237+59 RT
 237+90 LT

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES (TO BE ADJUSTED BY OWNER)
 136+17 RT (TMH)
 138+17 RT (TMH)

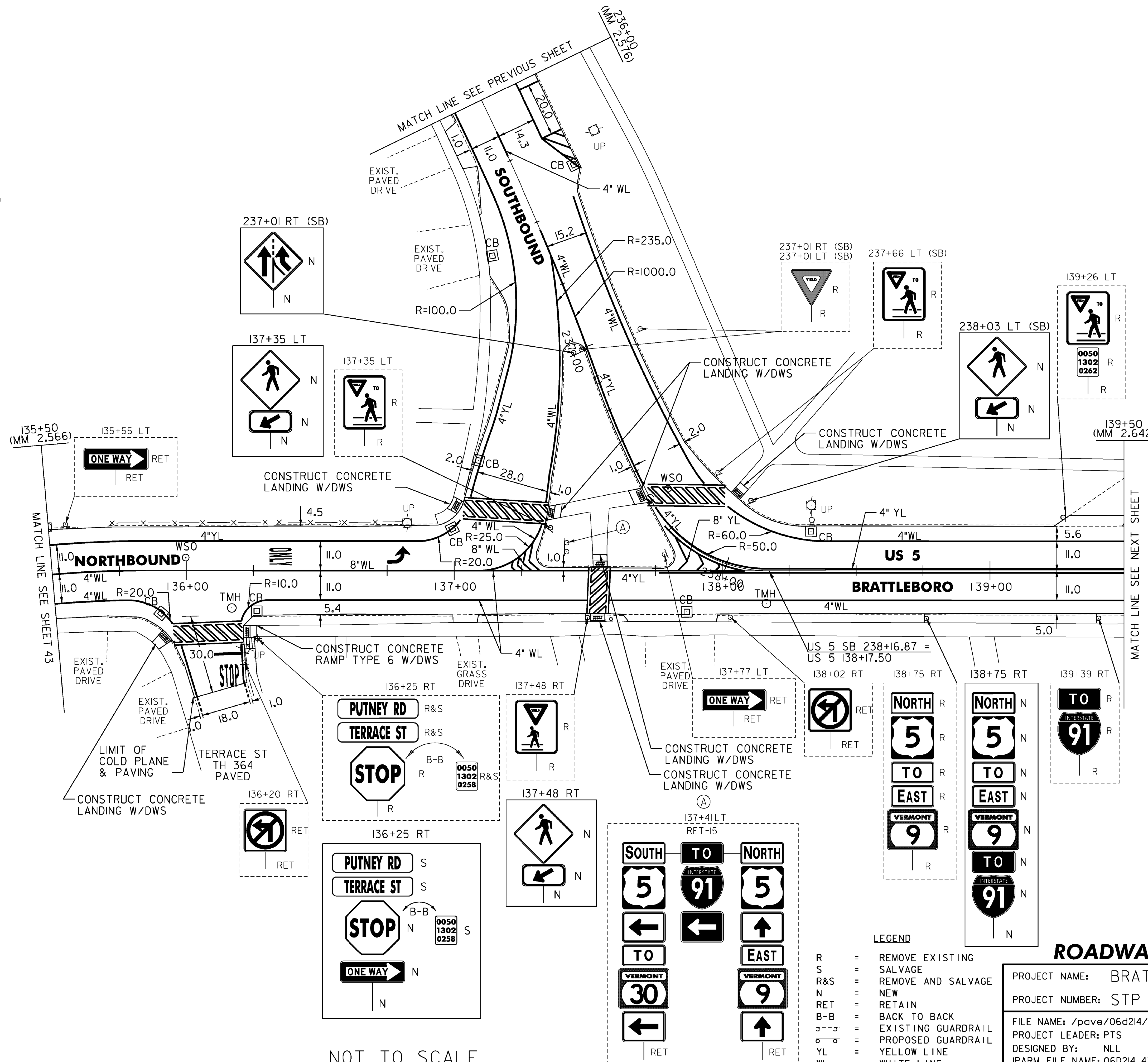
REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, II, OR III
 135+91 RT (CB)
 136+26 RT (CB)
 136+99 LT (CB)
 137+87 RT (CB)
 138+33 LT (CB)
 SOUTHBOUND
 236+36 LT (CB)
 236+55 RT (CB)
 237+25 RT (CB)

ADJUST ELEVATION OF VALVE BOX
 136+00 LT
 SOUTHBOUND
 237+61 LT

~~THINNING AND TRIMMING FOR SIGNS~~
~~138+75 RT~~

REMOVING SIGNS AS SHOWN - 18

ERECTING SALVAGED SIGNS AS SHOWN - 3



NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 21 US 5

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214.47	SHEET 47 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 139+50 TO 142+01 SOLID LT
 139+50 TO 141+71 SOLID RT
 142+10 TO 145+00 SOLID LT
 142+10 TO 145+00 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 141+76 TO 141+82 SOLID RT (TH 362)
 142+01 TO 142+05 SOLID RT (TH 362)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 139+50 TO 141+67 SOLID LT & RT
 142+11 TO 145+00 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 141+90 TO 141+93 DOUBLE SOLID RT (TH 362)

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 141+98 RT - STOP (TH 362)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 141+74 TO 142+02 RT
 142+05 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 141+91 TO 142+01 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 141+67 TO 141+75 RT (LANDING)
 142+02 TO 142+07 LT (RAMP TYPE 1)
 142+03 TO 142+13 RT (RAMP TYPE 6)

VERTICAL GRANITE CURB
 141+96 TO 142+02 LT
 142+07 TO 142+14 LT

REMOVAL OF EXISTING CURB
 141+96 TO 142+14 LT

DETECTABLE WARNING SURFACE (DWS)
 141+70 RT
 142+04 LT
 142+05 RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III

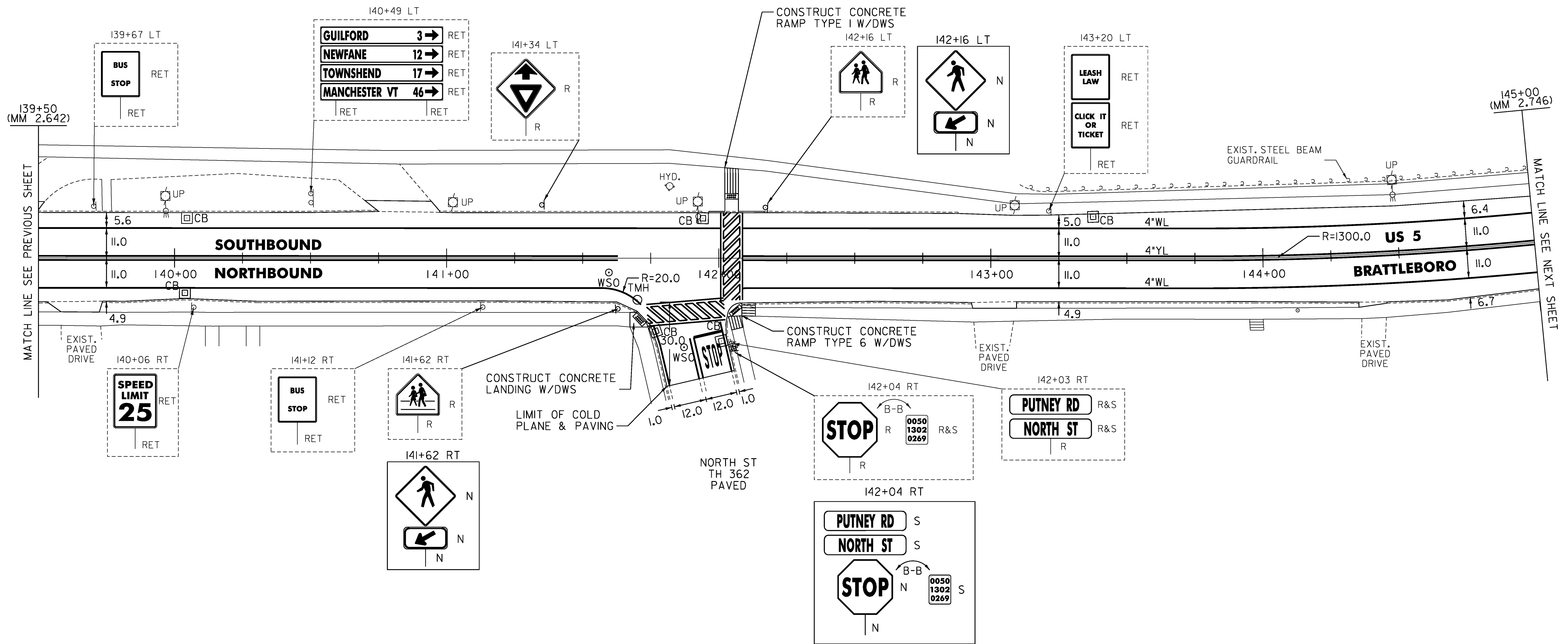
140+04 RT (CB)
 140+05 LT (CB)
 141+77 RT (CB) (TH 362)
 141+94 LT (CB)
 142+01 RT (CB) (TH 362)
 143+38 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 141+70 RT (TMH)

ADJUST ELEVATION OF VALVE BOX
 141+60 RT
 141+87 RT (TH 362)

REMOVING SIGNS
 AS SHOWN - 7

ERECTING SALVAGED SIGNS
 AS SHOWN - 3



MODEL: Default

CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- o---o = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 22 US 5

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_48

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 48 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 145+00 TO 145+98 SOLID LT
 145+00 TO 146+00 SOLID RT
 146+06 TO 150+50 SOLID LT
 146+60 TO 150+50 SOLID RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 146+08 TO 146+60 SOLID RT (TH 358)
 146+45 TO 150+50 SOLID RT (TH 358)

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 145+00 TO 145+98 SOLID LT & RT
 146+48 TO 150+50 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 146+28 DOUBLE SOLID RT (TH 358)

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 146+38 RT - STOP (TH 358)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 146+02 TO 146+04 LT TO RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE I TAPE
 146+30 TO 146+45 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 146+00 TO 146+05 LT (LANDING)
 146+01 TO 146+11 RT (LANDING)

DETECTABLE WARNING
 SURFACE (DWS)
 146+03 LT
 146+05 RT

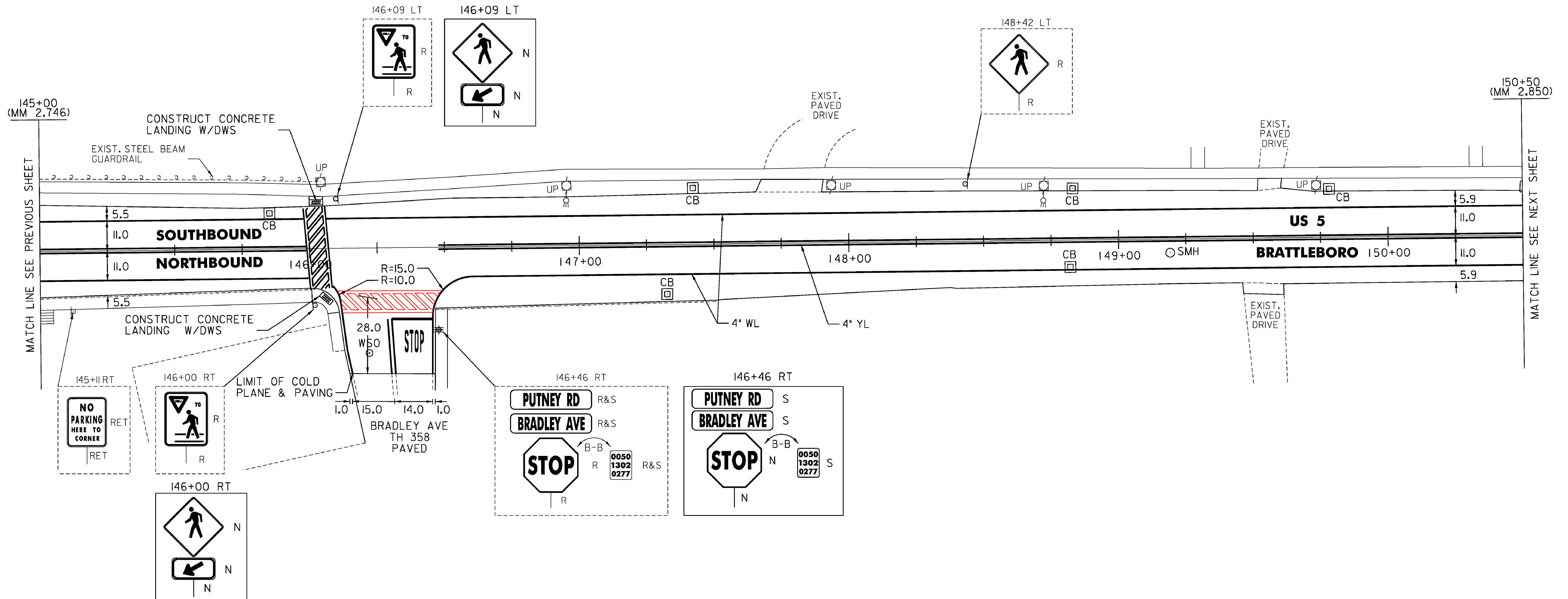
REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 145+86 LT (CB)
 147+33 RT (CB)
 147+42 LT (CB)
 148+82 RT (CB)
 148+83 LT (CB)
 149+78 LT (CB)

ADJUST ELEVATION
 OF VALVE BOX
 146+22 RT (TH 358)

CHANGING ELEVATION
 OF SEWER MANHOLES
 149+19 RT

REMOVING SIGNS
 AS SHOWN - 7

ERECTING SALVAGED SIGNS
 AS SHOWN - 3



NOT TO SCALE

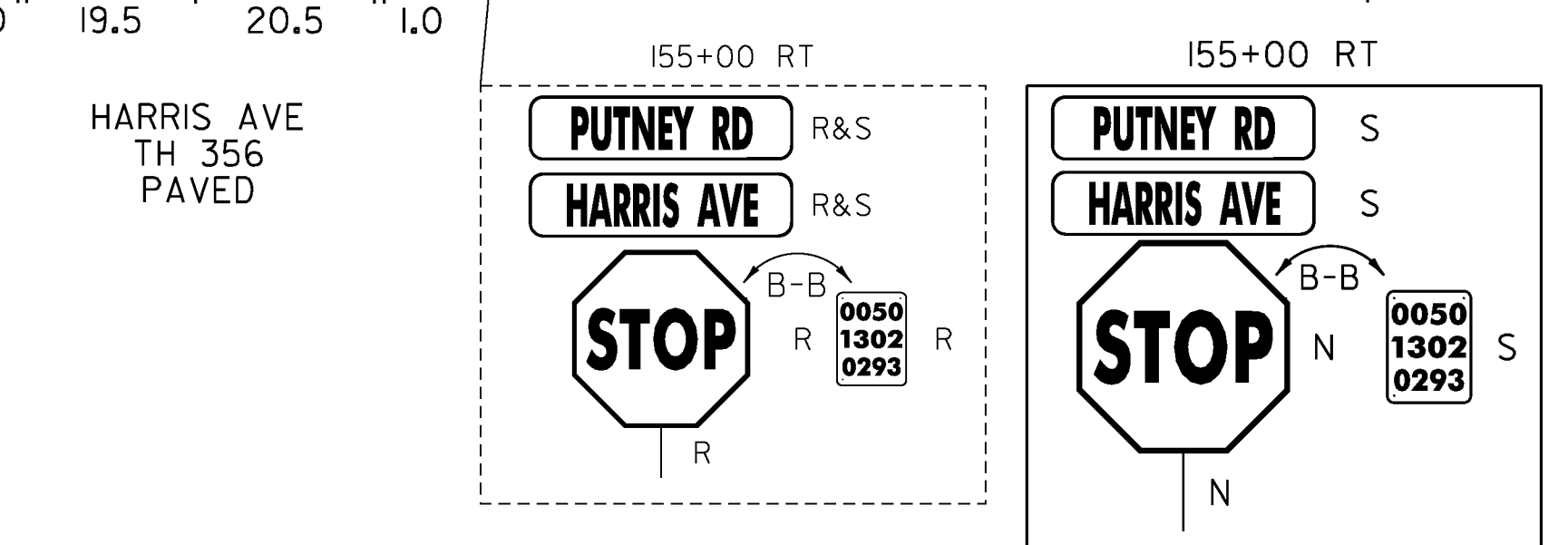
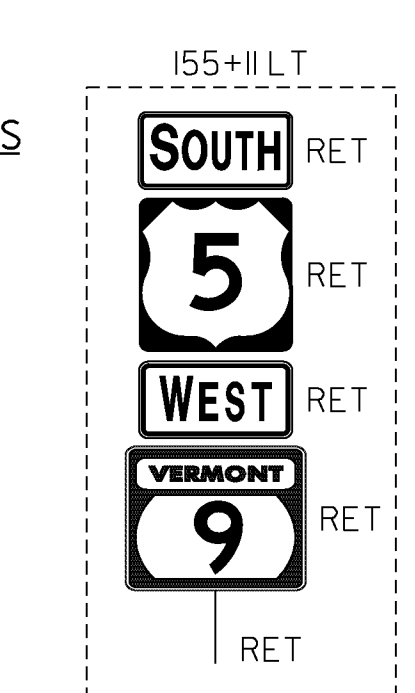
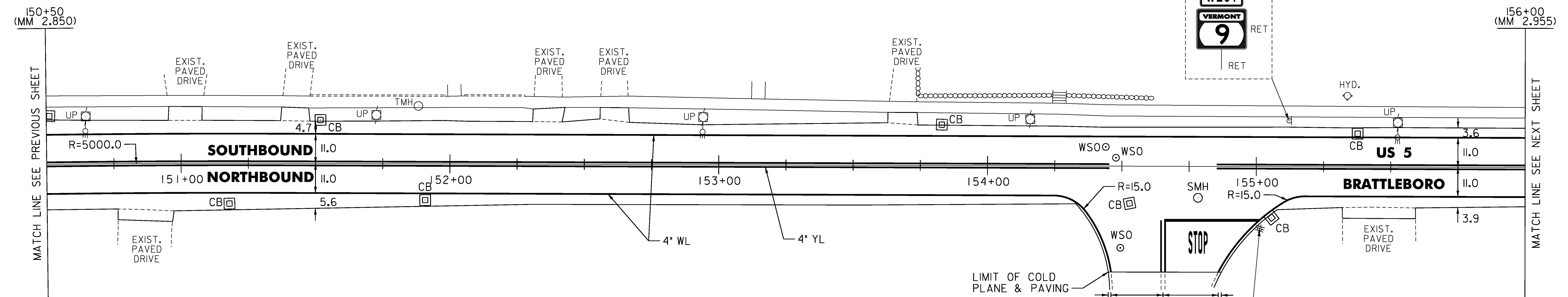
LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 23 US 5

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_49	SHEET 49 OF 163

- TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, RECESSED POLYUREA
150+50 TO 156+00 SOLID LT
150+50 TO 154+25 SOLID RT
155+18 TO 156+00 SOLID RT
- TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE, THERMOPLASTIC
154+25 TO 154+46 SOLID RT (TH 356)
155+18 TO 156+00 SOLID RT (TH 356)
- TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, RECESSED POLYUREA
150+50 TO 154+38 SOLID LT & RT
155+01 TO 156+00 SOLID LT & RT
- TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE, THERMOPLASTIC
154+64 DOUBLE SOLID RT (TH 356)
- TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, THERMOPLASTIC
154+78 RT - STOP (TH 356)
- TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
154+66 TO 155+01 RT
- ADJUST ELEVATION
OF VALVE BOX
154+44 LT
154+48 LT
154+50 RT (TH 356)
- REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I, II, OR III
150+51 LT (CB)
151+18 RT (CB)
151+52 LT (CB)
151+91 RT (CB)
153+83 LT (CB)
154+53 RT (CB)
155+06 RT (CB)
155+38 LT (CB)
- CHANGING ELEVATION
OF SEWER MANHOLES
154+78 RT
- REMOVING SIGNS
AS SHOWN - 4
- ERECTING SALVAGED SIGNS
AS SHOWN - 3



- LEGEND**
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 24 US 5

PROJECT NAME: BRATTLEBORO	FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	PROJECT LEADER: PTS	DRAWN BY: MRS
	DESIGNED BY: NULL	CHECKED BY: PTS
	IPARM FILE NAME: 06D214_50	SHEET 50 OF 163

NOT TO SCALE

MODEL: Default
CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, RECESSED POLYUREA
 156+00 TO 157+48 SOLID LT
 156+00 TO 157+97 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, RECESSED POLYUREA
 156+00 TO 157+63 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 157+78 LT - STOP (TH 354)

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 157+72 TO 157+83 LT (TH 354)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 157+71 TO 157+96 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 157+65 TO 157+72 LT (LANDING)
 157+94 TO 158+00 LT (LANDING)

DETECTABLE WARNING
 SURFACE (DWS)
 157+69 LT
 157+94 LT

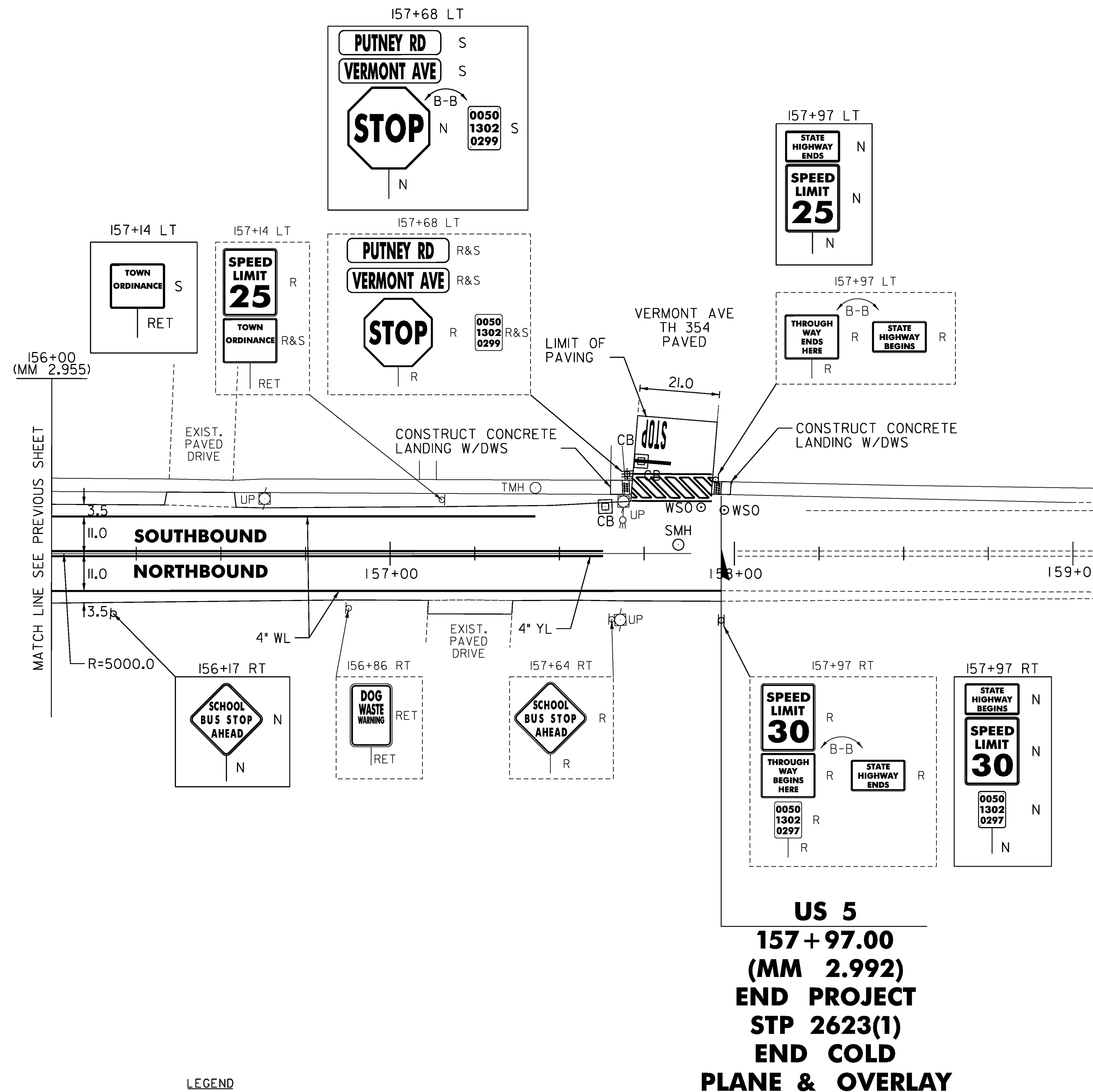
REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 157+64 LT (CB)
 157+74 LT (CB)

CHANGING ELEVATION
 OF SEWER MANHOLES
 157+85 LT

ADJUST ELEVATION
 OF VALVE BOX
 157+92 LT

REMOVING SIGNS
 AS SHOWN - 13

ERECTING SALVAGED SIGNS
 AS SHOWN - 4



US 5
157+97.00
(MM 2.992)
END PROJECT
STP 2623(1)
END COLD
PLANE & OVERLAY

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

NOT TO SCALE

ROADWAY LAYOUT 25 US 5

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_51

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 51 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 57+97 TO 59+50 SOLID LT
 57+97 TO 59+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 57+97 TO 59+50 SOLID LT & RT

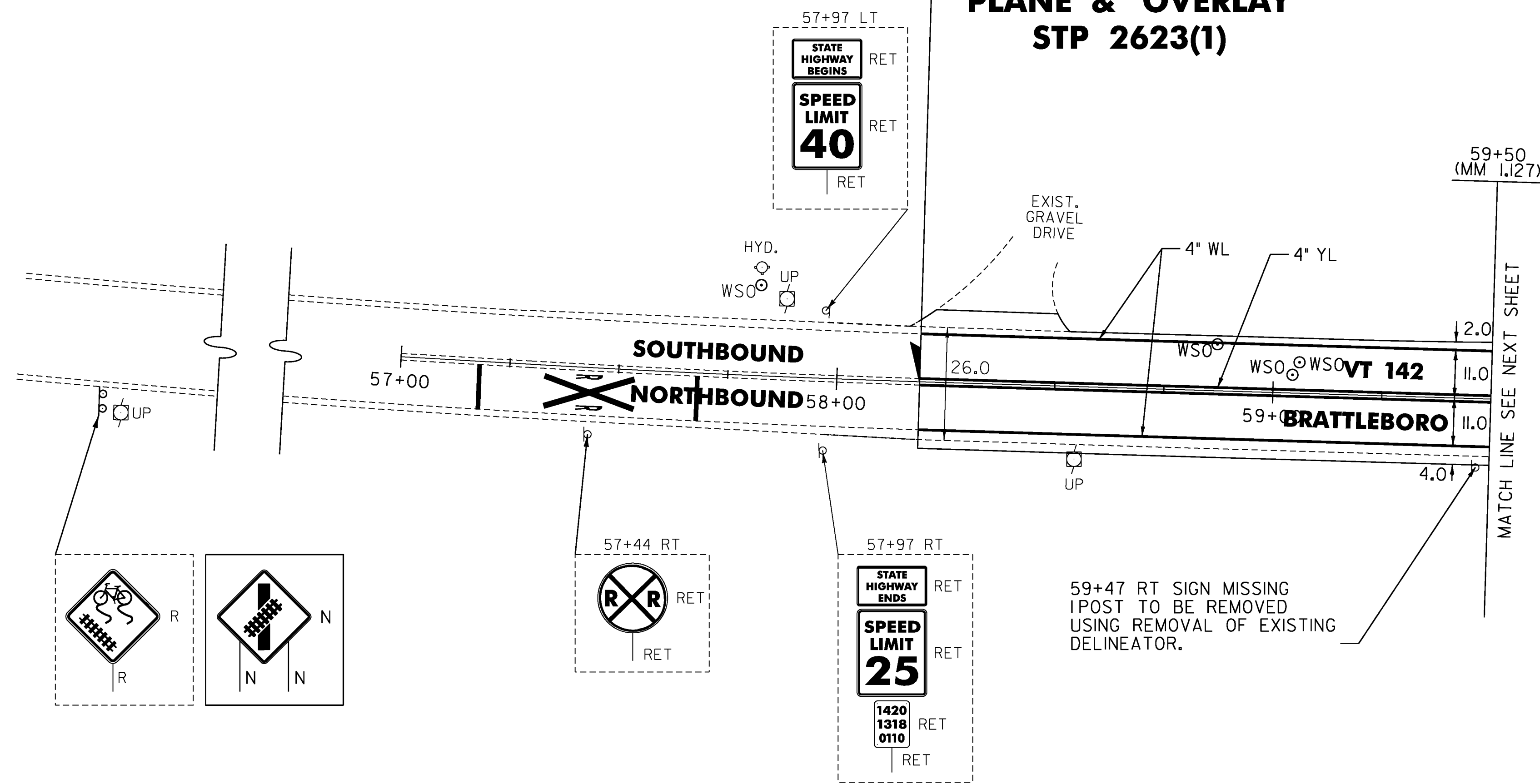
ADJUST ELEVATION
 OF VALVE BOX
 58+87 LT
 59+04 LT
 59+06 LT

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
 DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
 57+44 RT

REMOVAL OF EXISTING DELINEATOR
 59+47 RT (1 SIGN POST)

REMOVING SIGNS
 AS SHOWN - 1

VT 142
58+19.00
(MM 1.102)
BEGIN COLD
PLANE & OVERLAY
STP 2623(1)



59+47 RT SIGN MISSING
 IPOST TO BE REMOVED
 USING REMOVAL OF EXISTING
 DELINEATOR.

MATCH LINE SEE NEXT SHEET

MODEL: Derfault

CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 26 VT 142

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214_52

PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 52 OF 163

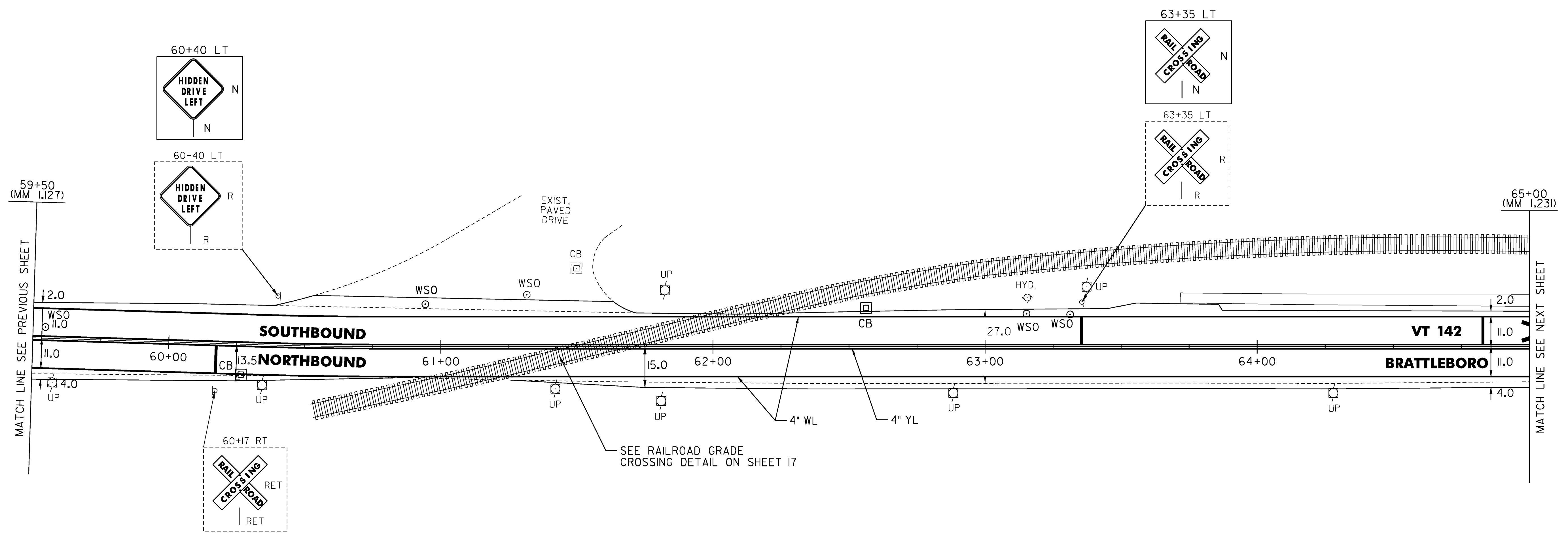
TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 59+50 TO 65+00 SOLID LT
 59+50 TO 65+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 59+50 TO 65+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 60+27 RT (CB)
 62+56 LT (CB)

ADJUST ELEVATION
 OF VALVE BOX
 59+55 LT
 60+94 LT
 63+15 LT
 63+31 LT

REMOVING SIGNS
 AS SHOWN - 2



MODEL: Default
 CLD 08-0324_z06D0214.dgn

NOT TO SCALE

- LEGEND**
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 27 VT 142

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214_53

PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 53 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 65+00 TO 70+50 SOLID LT
 65+00 TO 70+50 SOLID RT

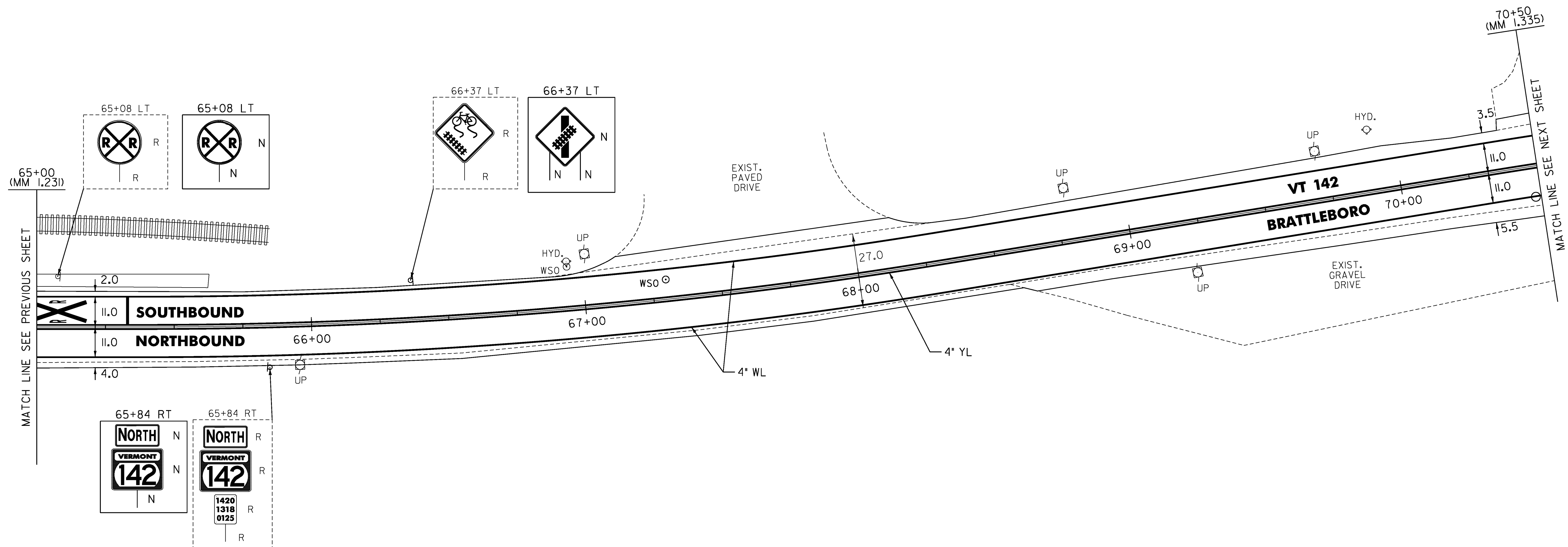
TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 65+00 TO 70+50 SOLID LT & RT

TEMPORARY RAILROAD CROSSING SYMBOL, PAINT
 DURABLE RAILROAD CROSSING SYMBOL, THERMOPLASTIC
 65+08 LT

CHANGING ELEVATION
 OF SEWER MANHOLES
 70+48 RT

ADJUST ELEVATION
 OF VALVE BOX
 67+30 LT

REMOVING SIGNS
 AS SHOWN - 5



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 28 VT 142

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NULL
 IPARM FILE NAME: 06D214_54

PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 54 OF 163

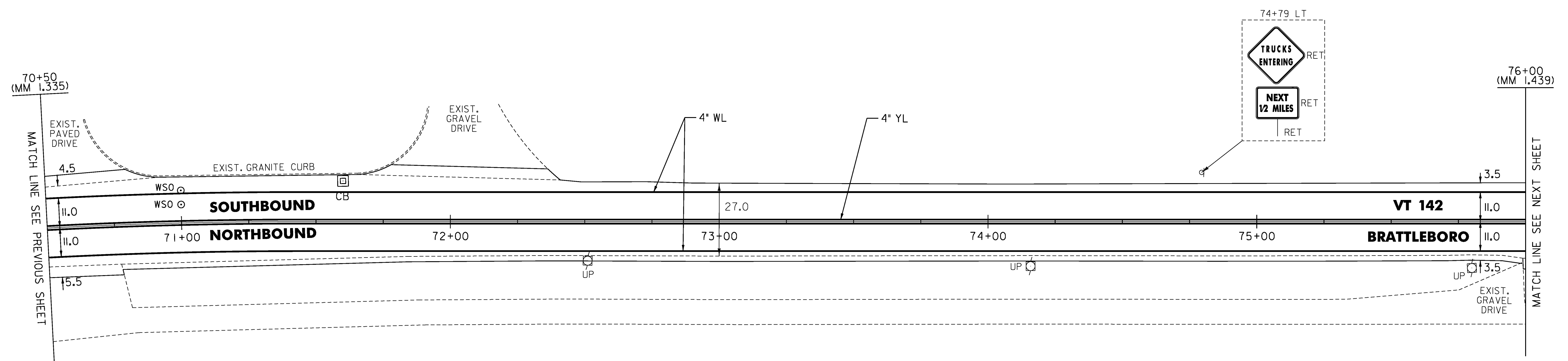
NOT TO SCALE

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 70+50 TO 76+00 SOLID LT
 70+50 TO 76+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 70+50 TO 76+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 71+60 LT (CB)

ADJUST ELEVATION
 OF VALVE BOX
 71+00 LT
 71+00 LT



MODEL: Default
 CLD 08-0324 z06D0214.dgn

NOT TO SCALE

- LEGEND**
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 29 VT 142

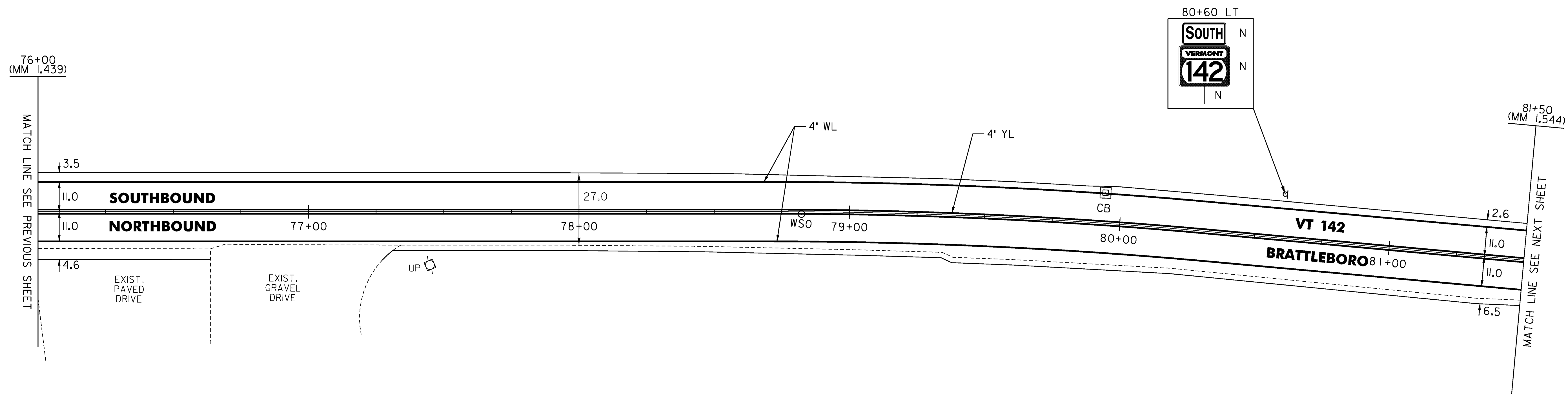
PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_55	SHEET 55 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 76+00 TO 81+50 SOLID LT
 76+00 TO 81+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 76+00 TO 81+50 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 79+94 LT (CB)

ADJUST ELEVATION
 OF VALVE BOX
 78+82 RT



MODEL: Derfault

CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 30 VT 142

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NULL
 IPARM FILE NAME: 06D214_56

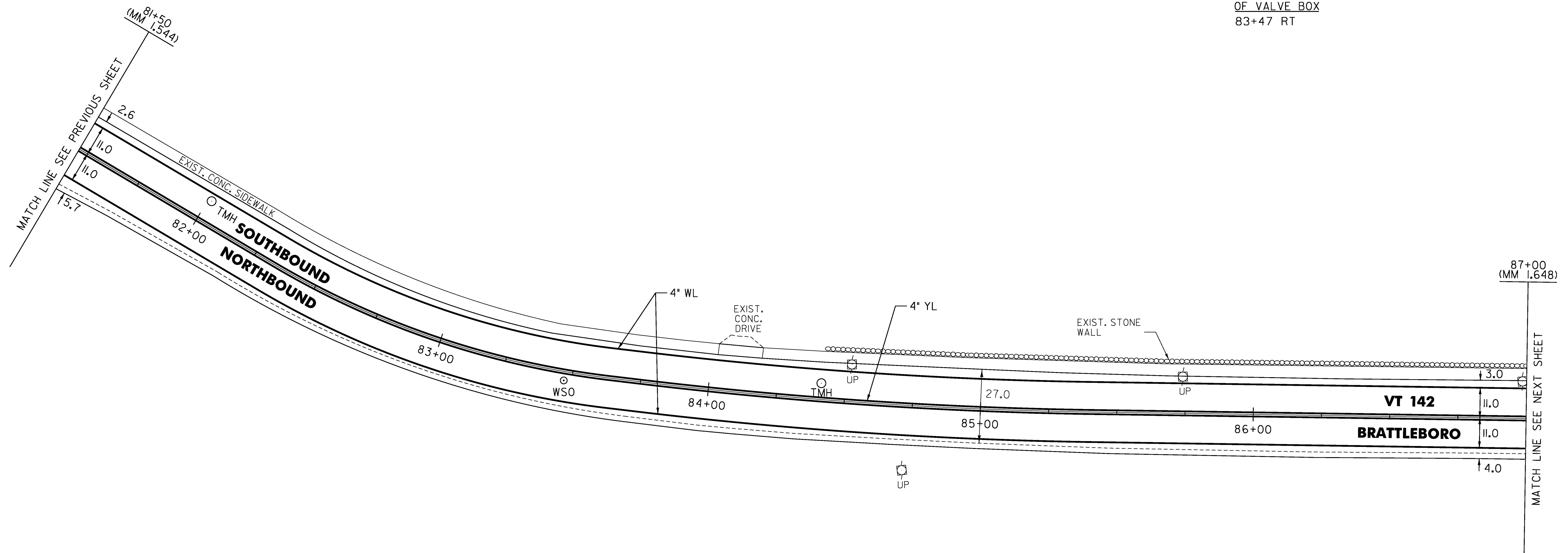
PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 56 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 81+50 TO 87+00 SOLID LT
 81+50 TO 87+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 81+50 TO 87+00 SOLID LT & RT

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 82+01 LT (TMH)
 84+42 LT (TMH)

ADJUST ELEVATION
 OF VALVE BOX
 83+47 RT



MODEL: Default

CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 31 VT 142

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: 06D214_57

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 57 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 87+00 TO 92+50 SOLID LT
 87+00 TO 92+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 87+00 TO 92+50 SOLID LT & RT

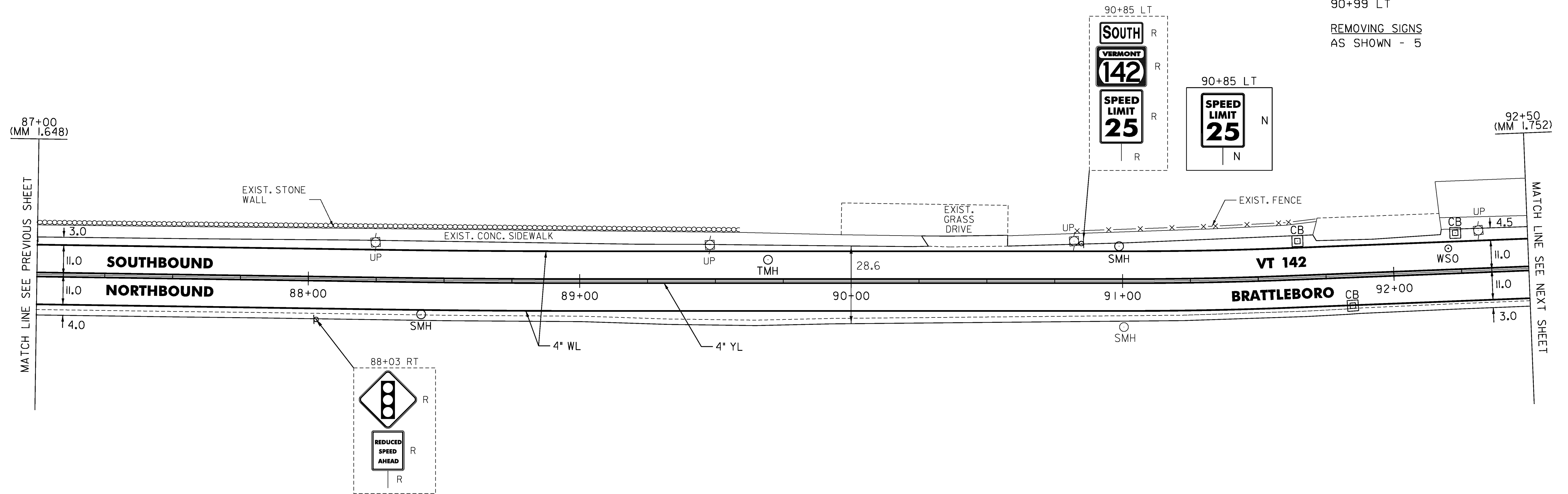
REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 91+65 LT (CB)
 91+85 RT (CB)
 92+23 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 89+70 LT (TMH)

ADJUST ELEVATION
 OF VALVE BOX
 92+21 LT

CHANGING ELEVATION
 OF SEWER MANHOLES
 88+42 RT
 90+99 LT

REMOVING SIGNS
 AS SHOWN - 5



MODEL: Default

CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 32 VT 142

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_58

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 58 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 92+50 TO 93+47 SOLID LT
 93+47 TO 93+55 SOLID LT (TH 496)
 93+67 TO 94+16 SOLID LT (TH 496)
 92+50 TO 98+00 SOLID RT
 94+16 TO 98+00 SOLID LT

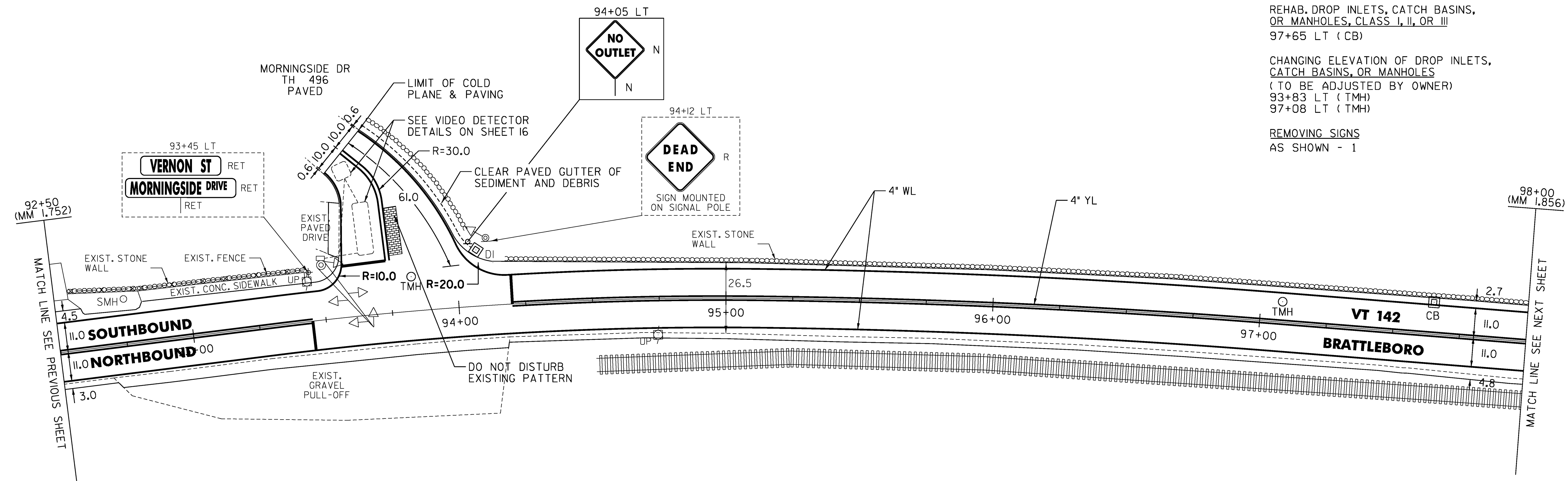
TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 92+50 TO 93+45 SOLID LT & RT
 93+61 TO 93+75 DOUBLE SOLID LT (TH 496)
 94+20 TO 98+00 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 93+45 RT
 93+58 TO 93+74 LT
 94+20 LT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 97+65 LT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 93+83 LT (TMH)
 97+08 LT (TMH)

REMOVING SIGNS
 AS SHOWN - 1



MODEL: Default
 CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
---	=	EXISTING GUARDRAIL
---	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE

ROADWAY LAYOUT 33 VT 142

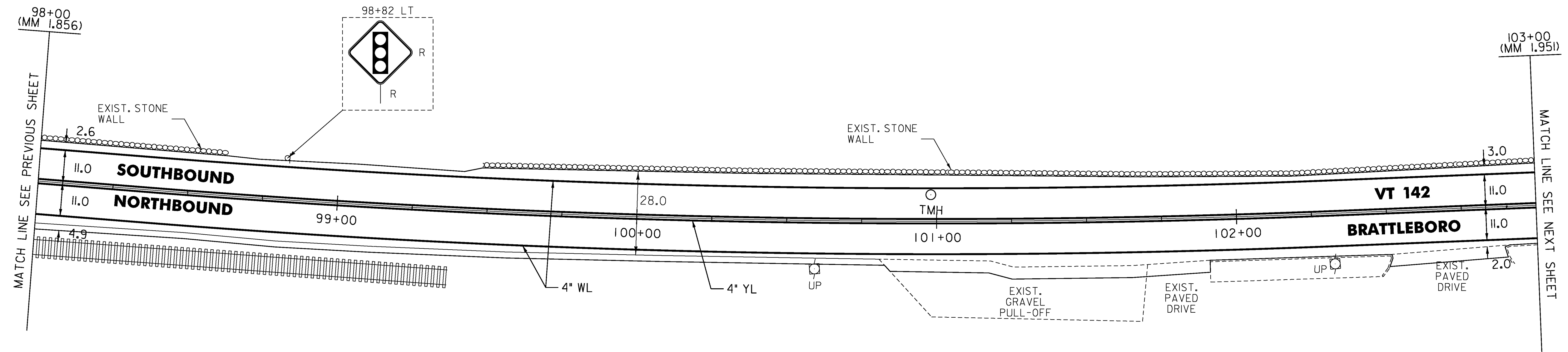
PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NULL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_59	SHEET 59 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 98+00 TO 103+00 SOLID LT
 98+00 TO 103+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 98+00 TO 103+00 SOLID LT & RT

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 100+98 LT (TMH)

REMOVING SIGNS
 AS SHOWN - 1



MODEL: Default

CLD_08-0324_z06D0214.dgn

NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 34 VT 142

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214
 PROJECT LEADER: PTS
 DESIGNED BY: NLL
 IPARM FILE NAME: 06D214_60

PLOT DATE: 3/19/2010
 DRAWN BY: MRS
 CHECKED BY: PTS
 SHEET 60 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 103+00 TO 108+00 SOLID LT
 103+00 TO 108+00 SOLID RT

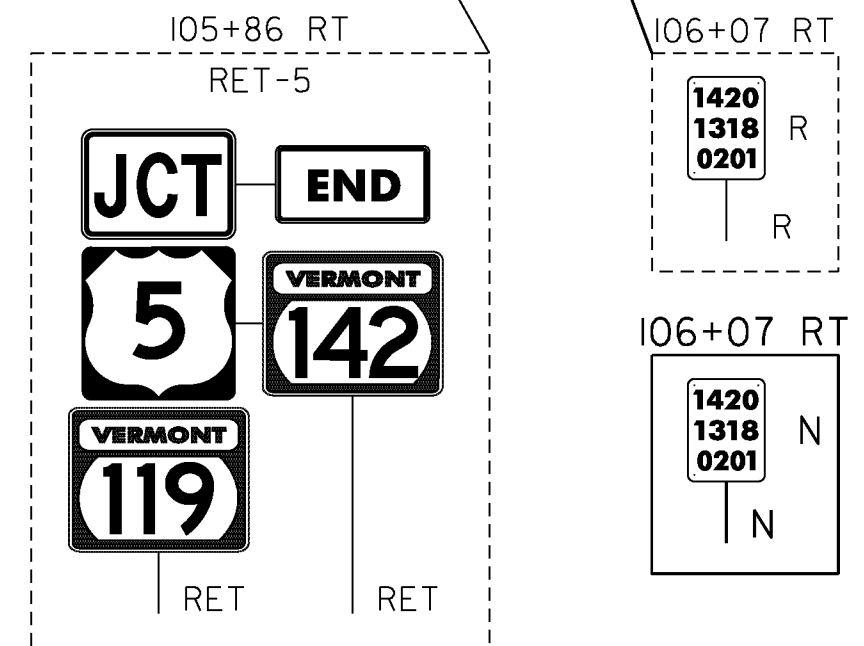
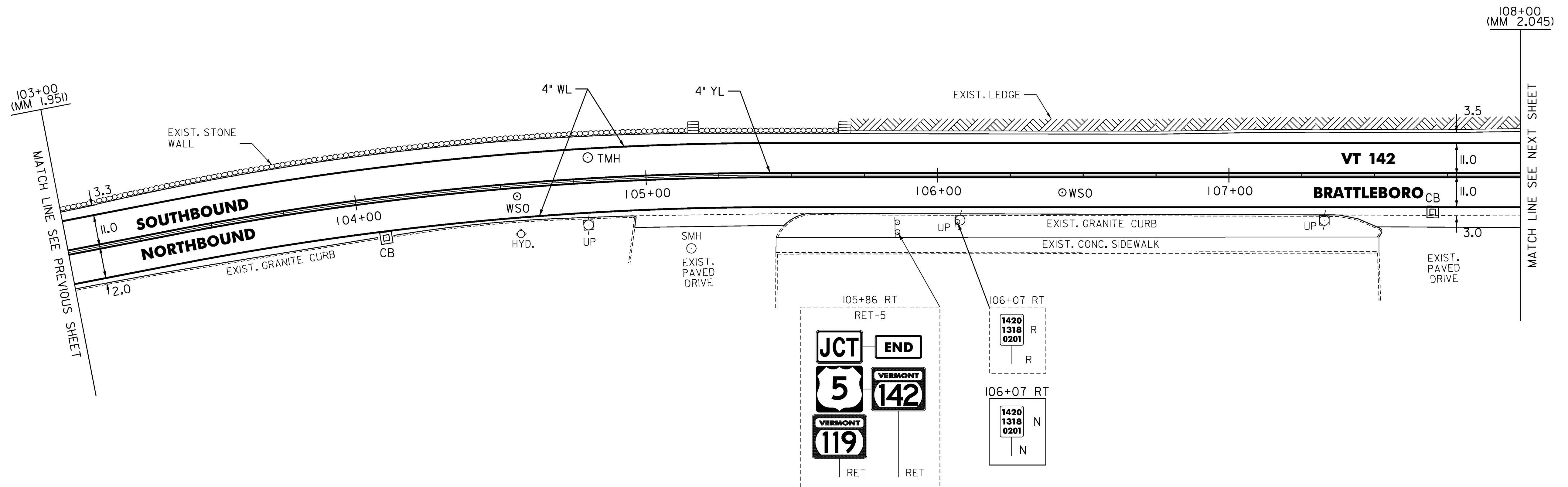
TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 103+00 TO 108+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 104+09 RT (CB)
 107+70 RT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 104+80 LT (TMH)

ADJUST ELEVATION
 OF VALVE BOX
 104+55 RT
 106+43 RT

REMOVING SIGNS
 AS SHOWN - 1



- LEGEND**
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - s--- = EXISTING GUARDRAIL
 - o---o--- = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 35 VT 142

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: MRS
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 61 OF 163
DESIGNED BY: NULL	
IPARM FILE NAME: 06D214_61	

NOT TO SCALE

MODEL: Derfouit
 CLD_08-0324_z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 108+00 TO 113+00 SOLID LT
 108+00 TO 113+00 SOLID RT
 111+81 TO 112+81 DOTTED RT
 112+81 TO 113+00 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 108+00 TO 113+00 SOLID LT & RT

DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 112+97 RT - ONLY

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 109+41 RT (CB)
 110+73 RT (CB)
 112+78 RT (CB)

CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES
 (TO BE ADJUSTED BY OWNER)
 112+32 LT (TMH)
 108+74 LT (TMH)

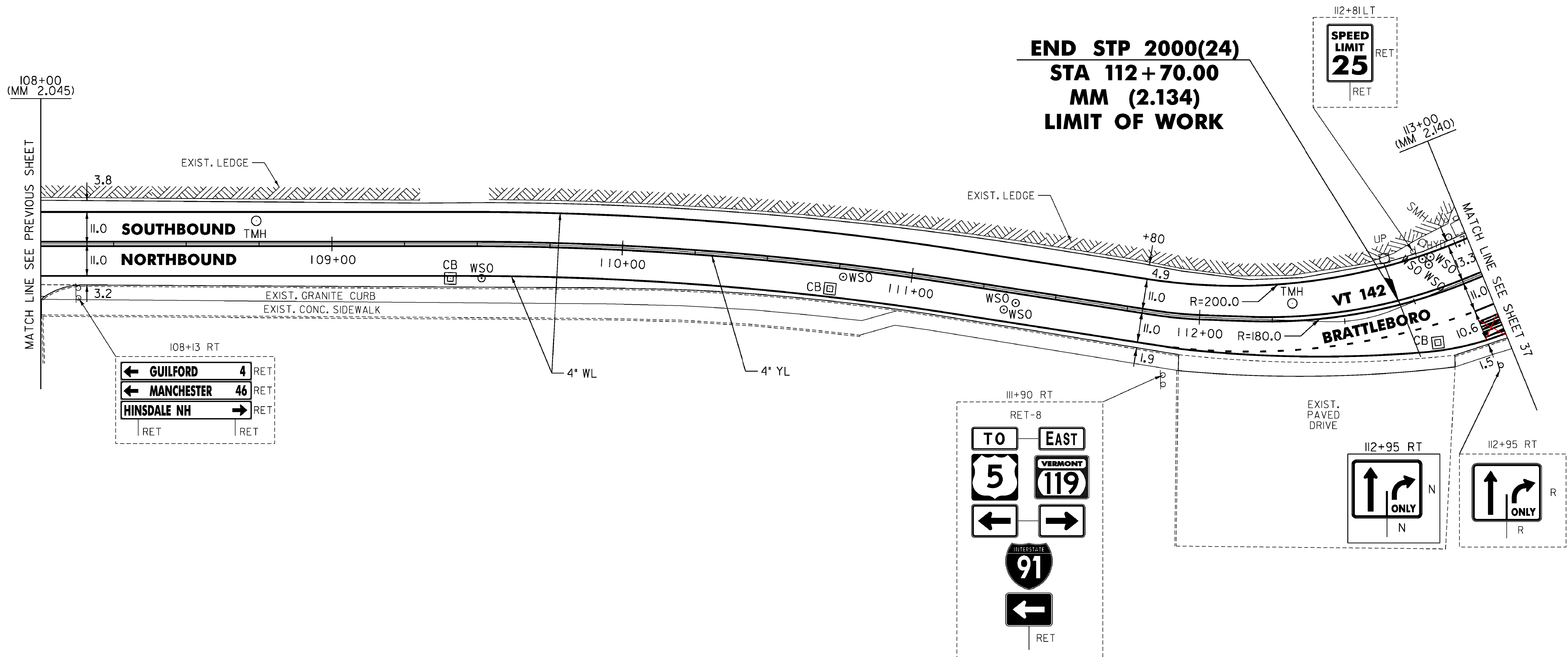
CHANGING ELEVATION
 OF SEWER MANHOLES
 112+94 LT

ADJUST ELEVATION
 OF VALVE BOX
 109+52 RT
 110+77 RT

111+33 RT
 111+37 RT
 112+82 LT
 112+83 LT
 112+85 LT

REMOVING SIGNS
 AS SHOWN - 1

END STP 2000(24)
STA 112+70.00
MM (2.134)
LIMIT OF WORK



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 36 VT 142

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2623(I)	
FILE NAME: /pave/06d214/pd214	PLOT DATE: 3/19/2010
PROJECT LEADER: PTS	DRAWN BY: MRS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: 06D214_62	SHEET 62 OF 163

NOT TO SCALE

MODEL: Default

CLD_08-0324_z06D0214.dgn

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 1+00 TO 6+00 SOLID LT & RT

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 1+00 TO 2+25 SOLID LT (TH 334)
 1+00 TO 6+00 SOLID RT
 2+31 TO 6+00 SOLID LT (TH 334)

TEMPORARY 24" STOP BAR, PAINT
 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
 1+96 TO 2+01 LT

TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL, THERMOPLASTIC

2+02 LT - STOP (TH 334)
 2+42 LT - AHEAD
 2+90 LT - STOP

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III

2+00 LT (CB) (TH 334)
 2+13 RT (CB)
 2+22 LT (CB) (TH 334)
 5+47 LT (CB)

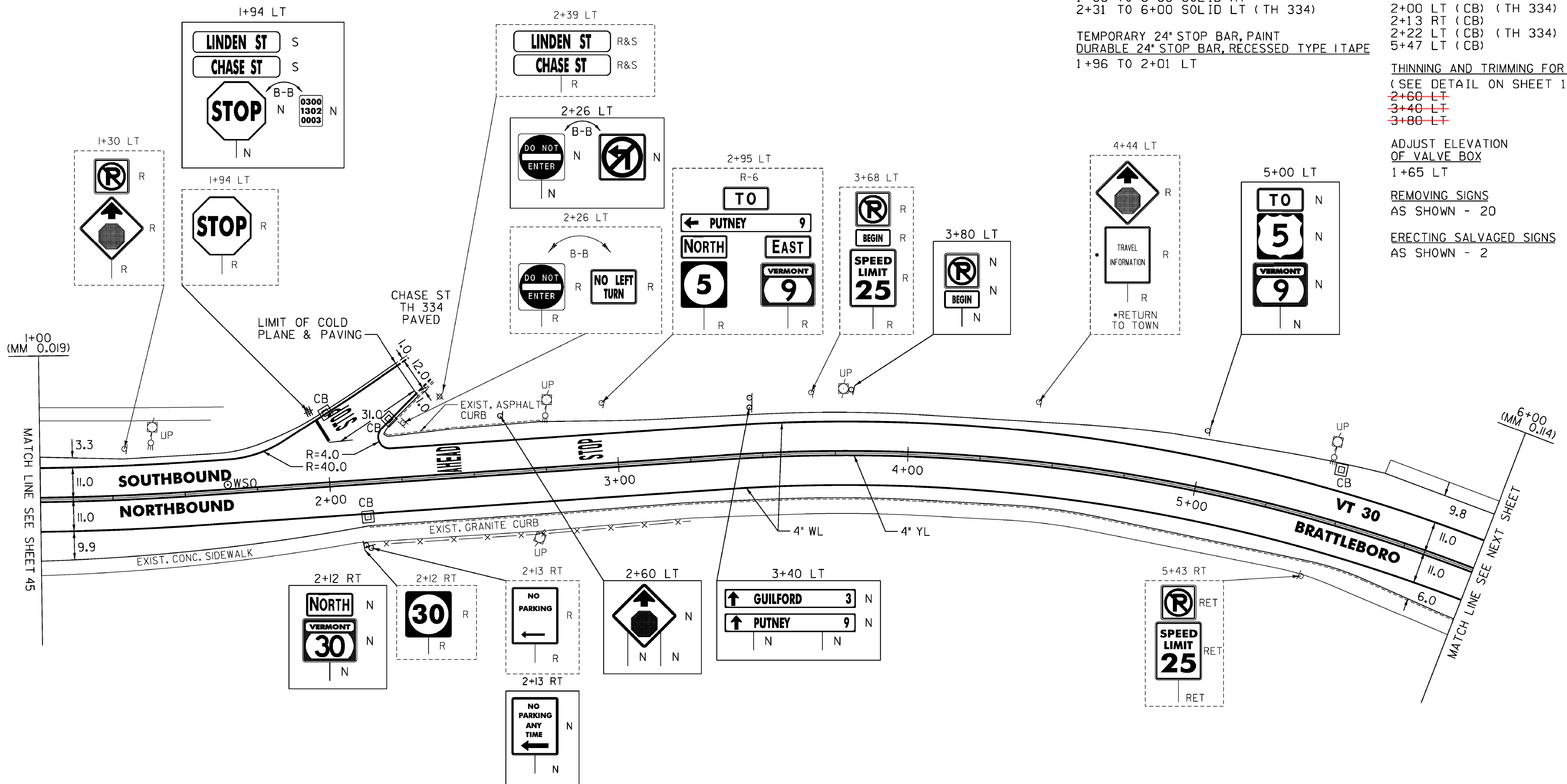
THINNING AND TRIMMING FOR SIGNS
 (SEE DETAIL ON SHEET 10)

~~2+60 LT~~
~~3+40 LT~~
~~3+80 LT~~

ADJUST ELEVATION
 OF VALVE BOX
 1+65 LT

REMOVING SIGNS
 AS SHOWN - 20

ERECTING SALVAGED SIGNS
 AS SHOWN - 2



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 37 VT 30

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_63

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 63 OF 163

NOT TO SCALE

MODEL: Default

CLD_08-0324_Z06D0214.dgn

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 6+00 TO 7+93 SOLID LT
 6+00 TO 8+20 SOLID RT
 7+93 TO 8+13 SOLID LT (NO PARKING)
 8+19 TO 8+41 SOLID LT (NO PARKING)
 8+20 TO 11+00 SOLID RT
 8+41 TO 11+00 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 6+00 TO 8+17 SOLID LT & RT
 8+26 TO 11+00 SOLID LT & RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 8+13 TO 8+19 LT (LANDING)
 8+22 TO 8+30 RT (RAMP TYPE 6)

TEMPORARY CROSSWALK MARKING, PAINT
 DURABLE CROSSWALK MARKING, THERMOPLASTIC
 8+19 TO 8+25 LT TO RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III

6+74 LT (CB)
 7+77 RT (CB)
 7+91 LT (CB)
 8+31 LT (CB)
 8+52 LT (CB)
 8+76 LT (CB)
 9+89 RT (CB)

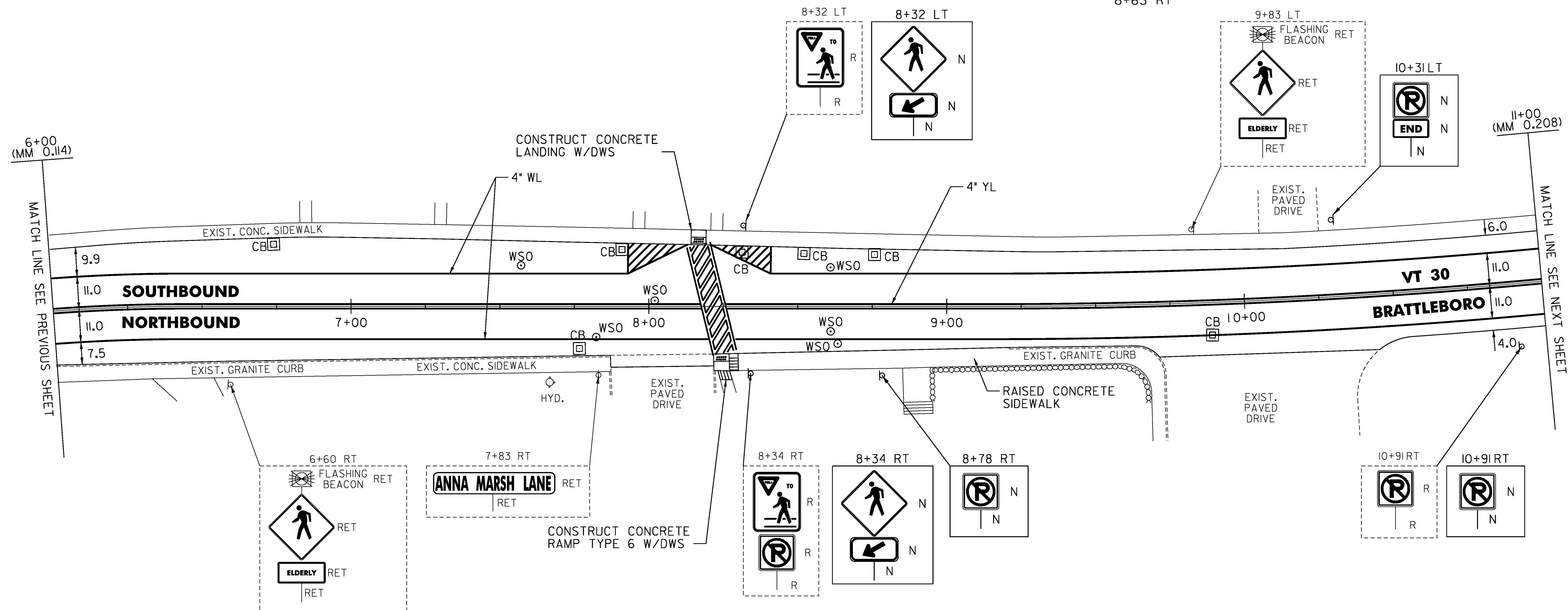
ADJUST ELEVATION
 OF VALVE BOX

7+57 LT
 7+82 RT
 8+01 LT
 8+61 LT
 8+61 RT
 8+63 RT

DETECTABLE WARNING
 SURFACE (DWS)

8+17 LT
 8+25 RT

REMOVING SIGNS
 AS SHOWN - 4



NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 38 VT 30

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NLL

IPARM FILE NAME: 06D214_64

PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 64 OF 163

TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 11+00 TO 16+00 SOLID LT
 11+00 TO 16+00 SOLID RT

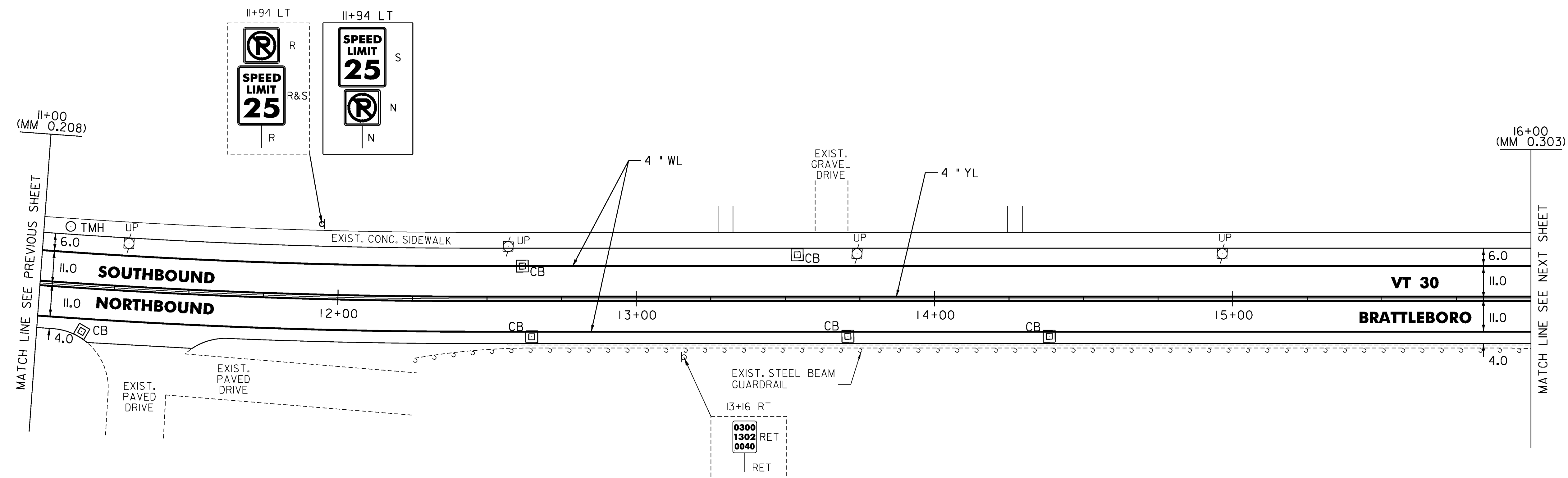
TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 11+00 TO 16+00 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III

11+15 RT (CB)
 12+62 LT (CB)
 12+65 RT (CB)
 13+54 LT (CB)
 13+71 RT (CB)
 14+38 RT (CB)

REMOVING SIGNS
 AS SHOWN - 2

ERECTING SALVAGED SIGNS
 AS SHOWN - 1



LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- = EXISTING GUARDRAIL
- = PROPOSED GUARDRAIL
- YL = YELLOW LINE
- WL = WHITE LINE

ROADWAY LAYOUT 39 VT 30

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: /pave/06d214/pd214

PROJECT LEADER: PTS

DESIGNED BY: NULL

IPARM FILE NAME: 06D214_65

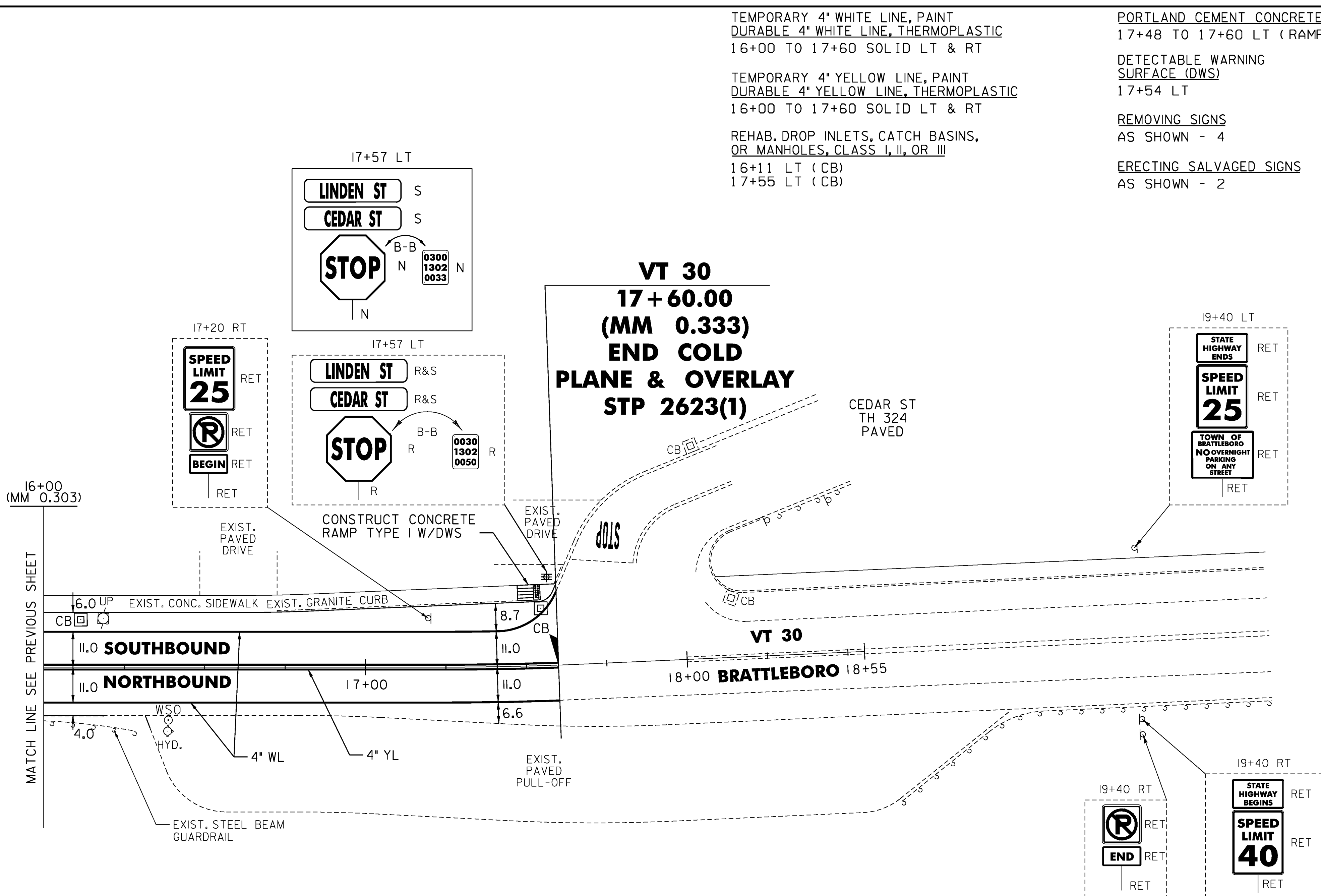
PLOT DATE: 3/19/2010

DRAWN BY: MRS

CHECKED BY: PTS

SHEET 65 OF 163

NOT TO SCALE



TEMPORARY 4" WHITE LINE, PAINT
 DURABLE 4" WHITE LINE, THERMOPLASTIC
 16+00 TO 17+60 SOLID LT & RT

TEMPORARY 4" YELLOW LINE, PAINT
 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 16+00 TO 17+60 SOLID LT & RT

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, II, OR III
 16+11 LT (CB)
 17+55 LT (CB)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 17+48 TO 17+60 LT (RAMP TYPE 1)

DETECTABLE WARNING
 SURFACE (DWS)
 17+54 LT

REMOVING SIGNS
 AS SHOWN - 4

ERECTING SALVAGED SIGNS
 AS SHOWN - 2

VT 30
17+60.00
(MM 0.333)
END COLD
PLANE & OVERLAY
STP 2623(I)

CEDAR ST
 TH 324
 PAVED

VT 30
BRATTLEBORO 18+55

MATCH LINE SEE PREVIOUS SHEET

NOT TO SCALE

- LEGEND**
- R = REMOVE EXISTING
 - S = SALVAGE
 - R&S = REMOVE AND SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK
 - = EXISTING GUARDRAIL
 - = PROPOSED GUARDRAIL
 - YL = YELLOW LINE
 - WL = WHITE LINE

ROADWAY LAYOUT 40 VT 30

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(I)	DRAWN BY: MRS
FILE NAME: /pave/06d214/pd214	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 66 OF 163
DESIGNED BY: NULL	
IPARM FILE NAME: 06D214_66	

MODEL: Derfouit
 CLD 08-0324 z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE MAIN S ALV AGE	NO. OF POSTS	NEW SIGN POSTS														RE QU IR ED SI G NE R E F E R E N C E	REMARKS	SIGN DETAIL				
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER				
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT	POST SIZE		
BRATTLEBORO US ROUTE 5																														
57+67 RT		1	36	30	7.50				1																	VR-922		E-145A		
		1	24	30	5.00																					R2-1		SHS		
		1	24	18	3.00																					VR-038		E-141		
59+36 LT		1	21	15	2.19				1				X														M2-1		SHS	
		1	24	24	4.00																						MI-1		SHS	
59+52 LT		1			3.90				1				X														RI-2		SHS	
62+08 LT		1	36	30	7.50				2				X														VR-922		E-145A	
		1	12	18	1.50																						R8-3		SHS	
63+21 RT		1	30	30	6.25				1				X														VR-921		E-145A	

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

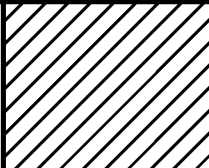
SHEET TOTALS

SF 40.84

SF

EA. 2

EA.



FT FT FT 75.0

LB LB LB

LB LB LB LB 107.2

FT 75.0

LB

EA. 1

EA.

LB 107.2

EA.

EA.

LB

**TRAFFIC
SIGN
SUMMARY
SHEET #1**

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_67

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 67 OF 163

TRAFFIC SIGN SUMMARY SHEET #2

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL						
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)			W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER					
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	FTG. SIZE 24" 30"				WEIGHT	POST SIZE			
63+21RT																													
64+28 LT																													
			30	30	6.25																					RI-1	BACK TO BACK		SHS E-138
64+66 RT			30	30	6.25																					W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
			24	12	2.00																					W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
64+83 LT			30	30	6.25																					W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
			24	12	2.00																					W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
69+65 RT			30	30	6.25																					VR-921			E-145A
70+22 LT																													
			30	30	6.25																					RI-1	BACK TO BACK		SHS E-138
70+67 LT			30	30	6.25																					W14-2			SHS
70+78 RT			30	30	6.25																					W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
			24	12	2.00																					W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS

MODEL: Default
GLD_08-0324_z06D0214.dgn

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

FT	FT	FT	LB	LB	LB	LB	LB	LB	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	
120.0			120.0			120.0						120.0					

SHEET TOTALS		SF 50.59	SF	EA. 5	EA.		FT 120.0	LB	EA.	LB	EA.	EA.	EA.	EA.	EA.
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**TRAFFIC
SIGN
SUMMARY
SHEET #2**

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn PLOT DATE: 3/19/2010
PROJECT LEADER: PTS DRAWN BY: HJC
DESIGNED BY: NULL CHECKED BY: PTS
IPARM FILE NAME: 06D214_68 SHEET 68 OF 163

TRAFFIC SIGN SUMMARY SHEET #3

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE SALVAGE RE TAIN	NO. OF POSTS	NEW SIGN POSTS														RE QU IR ED SI G N E R E D	REMARKS	SIGN DETAIL	
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER	
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT
70+90 LT		1	30	30	6.25				1			X											W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
		1	24	12	2.00																		W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
71+32 RT	 								1			X															
	 	1	30	30	6.25																						
71+75 LT		1	30	30	6.25				1			X															
72+15 RT		1	30	30	6.25				1			X															
72+67 LT	 								1			X															
	 	1	30	30	6.25																						
72+74 LT		1	36	30	7.50				2			X															
73+41 RT		1	30	30	6.25				1			X															
		1	24	12	2.00																						
73+61 LT		1	30	30	6.25				1			X															
		1	24	12	2.00																						

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

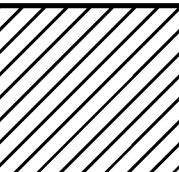
SHEET TOTALS

SF 58.09

SF

EA. 4

EA.



FT FT FT 135.0

LB LB LB

LB LB LB LB

FT 135.0

LB

EA.

LB

EA.

EA.

LB

**TRAFFIC
SIGN
SUMMARY
SHEET #3**

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_69

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 69 OF 163

MODEL: Default

GLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST REMAINING	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER			
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE	WEIGHT				POST SIZE	
73+99 RT	CANAL ST OAK GROVE AVE					I	I		I			X																
		I	30	30	6.25				I																RI-1	SHS E-138		
74+48 LT		I	30	30	6.25				I			X														VR-921	E-145A	
77+98 LT		I	30	30	6.25				I			X													W2-1Me	85		
78+95 RT		I	30	30	6.25				I			X														VR-921	E-145A	
79+59 LT	CANAL ST MAPLE ST					I	I		I			X																
		I	30	30	6.25				I																	RI-1	SHS E-138	
80+64 RT	CANAL ST PINE ST					I	I		I			X																
		I	30	30	6.25				I																		RI-1	SHS
81+59 LT		I	30	30	6.25				I			X															VR-921	E-145A
82+48 LT		I	30	30	6.25				I			X														W2-1Me	85	
83+19 LT	SPEED LIMIT 25	I	24	30	5.00				I			X															R2-1	SHS E-142
	NO PARKING	I	12	18	1.50																						R8-3	SHS

MODEL: Defoult

GLD 08-0324_z06D0214.dgn

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

FT	FT	FT	LB	LB	LB	LB	LB	EA.	EA.	EA.	
		135.0									
SHEET TOTALS		SF	SF	EA.	EA.		FT	LB	EA.	EA.	LB
		57.34		7			135.0				

TRAFFIC SIGN SUMMARY SHEET #4

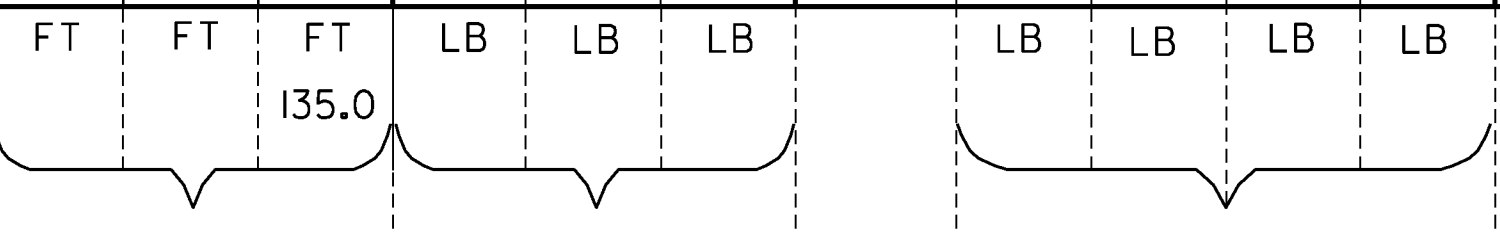
PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(1)	DRAWN BY: HJC
FILE NAME: z06D0214.dgn	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 70 OF 163
DESIGNED BY: NLL	
IPARM FILE NAME: 06D214_70	

TRAFFIC SIGN SUMMARY SHEET #6

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE MAIN S ALV AGE	NO. OF POST S	NEW SIGN POSTS														RE QU IR ED SI G N E R E D	REMARKS	SIGN DETAIL	
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER	
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT
92+32 RT		1	36	36	9.00				2			X										SI-1	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
		1	24	12	2.00																	WI6-9p	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
93+43 RT									1			X															
		1	30	30	6.25																						
		1	6	10	0.42																						
93+49 RT		1	12	18	1.50				1			X															
93+85 LT									1			X															
		1	30	30	6.25																						
		1	6	10	0.42																						
94+46 RT		1	24	54	9.00			X																			
94+96 RT		1	12	18	1.50				1			X															
96+24 RT		1	36	36	9.00				2			X															
98+23 RT		1	30	30	6.25				1			X															
		1	18	6	0.50																						

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."



SHEET TOTALS	SF 52.09	SF	EA. 4	EA.		FT 135.0	LB	EA.	LB	EA.	EA.	LB
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**TRAFFIC
SIGN
SUMMARY
SHEET #6**

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)
FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_72
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 72 OF 163

MODEL: Default
GLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #7

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL					
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER								
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE			WEIGHT		POST SIZE					
98+47 LT	CANAL ST ELM ST								1			X																				
		1	30	30	6.25																						RI-1	SHS E-138	BACK TO BACK			
		1	18	6	0.50																							RI-4	SHS			
98+92 LT		1	30	30	6.25					1		X																RI-1	SHS			
		1	18	6	0.50																								RI-4	SHS		
100+65 LT		1	36	36	9.00					2		X																	W3-1	SHS		
101+09 LT		1	24	54	9.00			X																					S5-1	SHS	FLASHING BEACON ABOVE SIGN	
102+32 LT		1	36	36	9.00					2		X																	SI-1	SHS	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	
		1	24	12	2.00																								W16-9p	SHS	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	
105+72 RT		1	30	30	6.25					1		X																	R5-1	SHS	BACK TO BACK	
		1	12	18	1.50								X																R8-3	SHS		
106+17 RT		1	12	18	1.50					1		X																		R8-3	SHS	
106+19 RT	CANAL ST CLARK ST									1		X																				
		1	30	30	6.25																									RI-1	SHS	BACK TO BACK
		1	30	30	6.25																									R5-1	SHS	

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

MODEL: Default
CLD_08-0324_z06D0214.dgn

SHEET TOTALS

SF 64.67

SF

EA. 5

EA.

FT FT FT

135.0

LB LB LB

EA.

LB LB LB LB

EA.

EA.

EA.

EA.

EA.

EA.

EA.

EA.

EA.

EA.

EA.

EA.

EA.

TRAFFIC SIGN SUMMARY SHEET #7

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_73

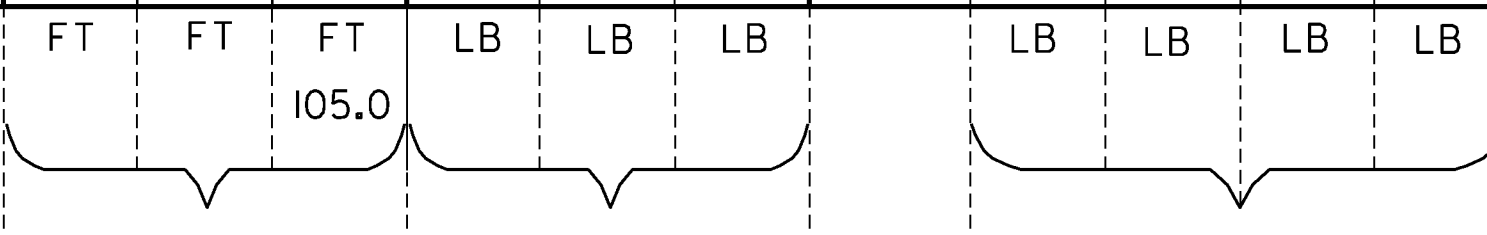
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 73 OF 163

TRAFFIC SIGN SUMMARY SHEET #9

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL							
					"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			TUBULAR ALUMINUM			TUBULAR STEEL				W-SHAPE STEEL					DETAIL ON SHEET NUMBER	STD. SHEET NUMBER						
		EA	WIDTH (in)	HEIGHT (in)							lb/ft			∅ (in)			∅ (in)				FTG. SIZE		WEIGHT	POST SIZE									
											1.12	2.00	3.00	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	24"	30"											
I31+73 RT		I	30	30	6.25					I			X												RI-1		SHS						
			30	30	6.25																						R3-2		SHS				
I33+02 RT		I	30	30	6.25					I			X														VR-92I		E-145A				
I34+27 RT		I	30	30	6.25					I			X														WII-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS			
		I	24	12	2.00																						W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS			
I34+41 LT		I	30	30	6.25					I			X															WII-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
		I	24	12	2.00																							W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
I36+25 RT										I			X																				
		I	30	30	6.25																							RI-1	BACK TO BACK		SHS		
		I	36	12	3.00																							R6-IR			SHS		
I37+35 LT		I	30	30	6.25					I			X															WII-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
		I	24	12	2.00																								W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
I37+48 RT		I	30	30	6.25					I			X																WII-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
		I	24	12	2.00																									W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."



SHEET TOTALS	SF	SF	EA.	EA.		FT	LB	EA.	LB	EA.	EA.	LB
	61.00		3			105.0						

TRAFFIC SIGN SUMMARY SHEET #9

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D0214_75

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 75 OF 163

MODEL: Default

GLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #10

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE-USE	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL				
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)			W-SHAPE STEEL		DETAIL ON SHEET NUMBER		STD. SHEET NUMBER				
											lb/ft	1.12	2.00	3.00	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0				FTG. SIZE	WEIGHT	POST SIZE	
138+75 RT		1	24	12	2.00					1														M3-1	SHS			
		1	24	24	4.00																				MI-4	SHS		
		1	24	12	2.00																				M4-5	(GREEN ON WHITE) E-136B		
		1	24	12	2.00																				M3-2	(GREEN ON WHITE) E-136B		
		1	24	24	4.00																				MI-5	(GREEN ON WHITE) E-136B		
		1	24	12	2.00																					M4-5	SHS	
		1	24	24	4.00																					MI-1	SHS	
141+62 RT		1	30	30	6.25																					W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING SHS	
		1	24	12	2.00																					W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING SHS	
142+04 RT										1																		
		1	30	30	6.25																						RI-1	BACK TO BACK SHS
142+16 LT		1	30	30	6.25																						W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING SHS
		1	24	12	2.00																						W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING SHS

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

SHEET TOTALS

SF SF EA. EA.

FT FT FT LB LB LB LB LB LB LB EA. EA. LB

TRAFFIC SIGN SUMMARY SHEET #10

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_76

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 76 OF 163

MODEL: Default

CLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #11

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN	NO. OF POSTS	NEW SIGN POSTS															REMARKS	SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		REQUIRE D SIGN ME	DETAIL ON SHEET NUMBER		STD. SHEET NUMBER	
											1.12	2.00	3.00	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT
146+00 RT		1	30	30	6.25				1			X										W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
		1	24	12	2.00																	W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
146+09 LT		1	30	30	6.25				1			X										W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
		1	24	12	2.00																	W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS		
146+46 RT	 								1			X															
	 	1	30	30	6.25																	RI-1	BACK TO BACK		SHS		
155+00 RT	 								1			X															
	 	1	30	30	6.25																	RI-1	BACK TO BACK		SHS		
156+17 RT		1	30	30	6.25				1			X										S3-1			SHS		
157+14 LT																											
157+68 LT	 								1			X															
	 	1	30	30	6.25																	RI-1	BACK TO BACK		SHS		
157+97 LT		1	24	18	3.00				1			X										VR-038			E-141		
		1	24	30	5.00																	R2-1			SHS		

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

SHEET TOTALS

SF	SF	EA.	EA.	/			FT	LB	EA.	EA.	LB
49.50		10					105.0				

TRAFFIC SIGN SUMMARY SHEET #11









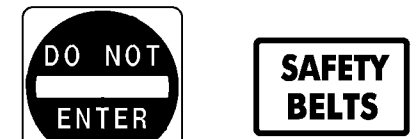
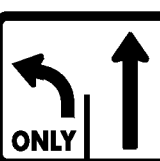

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/19/2010
PROJECT NUMBER:	STP 2623(1)	DRAWN BY:	HJC
FILE NAME:	Z06D0214.dgn	CHECKED BY:	PTS
PROJECT LEADER:	PTS	IPARM FILE NAME:	06D214-77
DESIGNED BY:	NLL	SHEET	77 OF 163

MODEL: Default

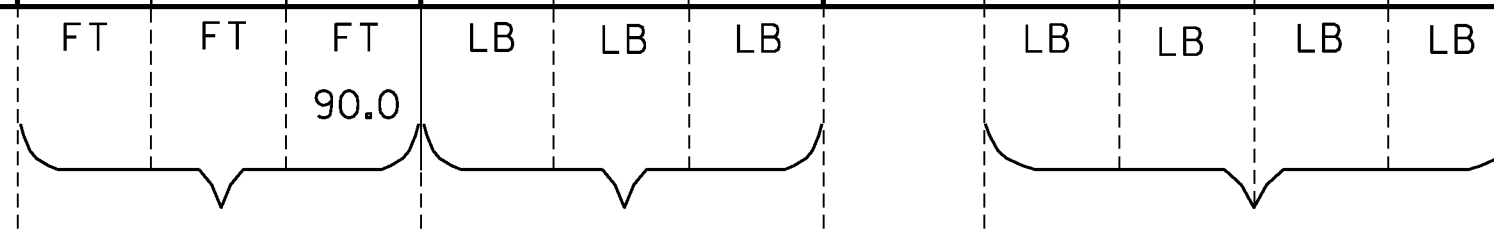
CLD_08-0324_Z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #12

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE- SALVAGE RE- TAIN	NO. OF POSTS	NEW SIGN POSTS														RE- COR- RECTED SIGN- MENT	REMARKS	SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER	
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT
157+97 RT		1	24	18	3.00				1			X												VR-039		E-141	
		1	24	30	5.00																			R2-1		SHS	
		1	6	10	0.42																					E-138	
US 5 SOUTHBOUND																											
224+99 LT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
		1	24	12	2.00																			W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
225+54 LT		1	30	30	6.25				1			X												RI-1 R5-1	BACK TO BACK	SHS SHS	
		1	30	30	6.25																			R3-2		SHS	
225+63 RT		1	30	30	6.25				1			X												R5-1		SHS	
225+92 LT		1	30	30	6.25		1		1			X												R5-1	BACK TO BACK	SHS	
226+00 LT		1	30	30	6.25				1			X												VR-921		E-145A	
		1	24	24	4.00																			R8-3a		SHS	

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."



SHEET TOTALS	SF 58.17	SF	EA. 1	EA.		FT 90.0	LB	EA.	LB	EA.	EA.	LB
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**TRAFFIC
SIGN
SUMMARY
SHEET #12**

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(I)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NULL
IPARM FILE NAME: 06D214_78

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 78 OF 163

TRAFFIC SIGN SUMMARY SHEET #13

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXISTING POST	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL			
		E	A	WIDTH (in)	HEIGHT (in)	"A"	"B"			SALV SIGN	SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM \emptyset (in)			TUBULAR STEEL \emptyset (in)				W-SHAPE STEEL			FRAMING	REMARKS	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												1.2	2.00	3.00	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	24"	30"					
228+53 LT							I					X																
		I		30	30	6.25																		R5-1 RI-1	BACK TO BACK		SHS SHS	
		I		36	12	3.00																		R6-IL R6-IR	BACK TO BACK		SHS E-138	
228+80 LT		I		30	30	6.25						X												R5-1 R3-2	BACK TO BACK		SHS SHS	
		I		36	12	3.00																		R6-IL			SHS	
229+00 LT		I		30	30	6.25						X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
		I		24	12	2.00																		W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
229+09 RT		I		30	30	6.25						X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
		I		24	12	2.00																		W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS	
230+80 LT							I					X																
		I		30	30	6.25																			RI-1			SHS
		I		36	12	3.00																			R6-IR			SHS

ONE WAY SIGN PAID FOR AND INSTALLED BUT TAKEN DOWN DUE TO ARROW DIRECTION

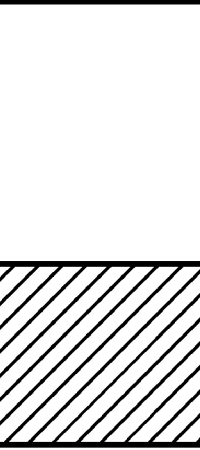
MODEL: Default

CLD 08-0324 z06D0214.dgn

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

SHEET TOTALS

SF	SF	EA.	EA.	
57.17		3		
54.17				



FT	FT	FT	LB	LB	LB
		75.0			
FT			LB	EA.	EA.
75.0					

	LB	LB	LB	LB		EA.	EA.	LB

TRAFFIC SIGN SUMMARY SHEET #13

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/19/2010
PROJECT NUMBER:	STP 2623(1)	DRAWN BY:	HJC
FILE NAME:	z06D0214.dgn	DESIGNED BY:	NLL
		IPARM FILE NAME:	06D0214_79
		CHECKED BY:	PTS
		SHEET	79 OF 163

TRAFFIC SIGN SUMMARY SHEET #14

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE SALVAGE RE TAIN	NO. OF POSTS	NEW SIGN POSTS														RE QU IR ED SI G N E R E D	REMARKS	SIGN DETAIL	
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER	
											lb/ft	1.12	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0					FTG. SIZE
231+02 RT		1	36	12	3.00				1			X												R6-IR		SHS	
231+10 LT		1	24	24	4.00				1			X												R5-2 R3-2	BACK TO BACK	SHS SHS	
231+37 LT		1	30	30	6.25				1			X												RI-1		SHS	
231+44 LT		1	30	30	6.25				1			X												RI-1		SHS	
233+63 RT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
		1	24	12	2.00																			W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
233+75 LT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
		1	24	12	2.00																			W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
234+55 LT		1	36	30	7.50				2			X												VR-922		E-145A	
235+16 RT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
		1	24	12	2.00																			W16-7pR	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
235+16 LT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	
		1	24	12	2.00																			W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS	

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

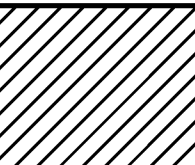
SHEET TOTALS

SF 66.25

SF

EA.

EA.



FT FT FT 150.0

LB LB LB

LB LB LB LB

FT 150.0

LB

EA.

LB

EA.

EA.

LB

**TRAFFIC
SIGN
SUMMARY
SHEET #14**

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_80

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 80 OF 163

MODEL: Def.fourt

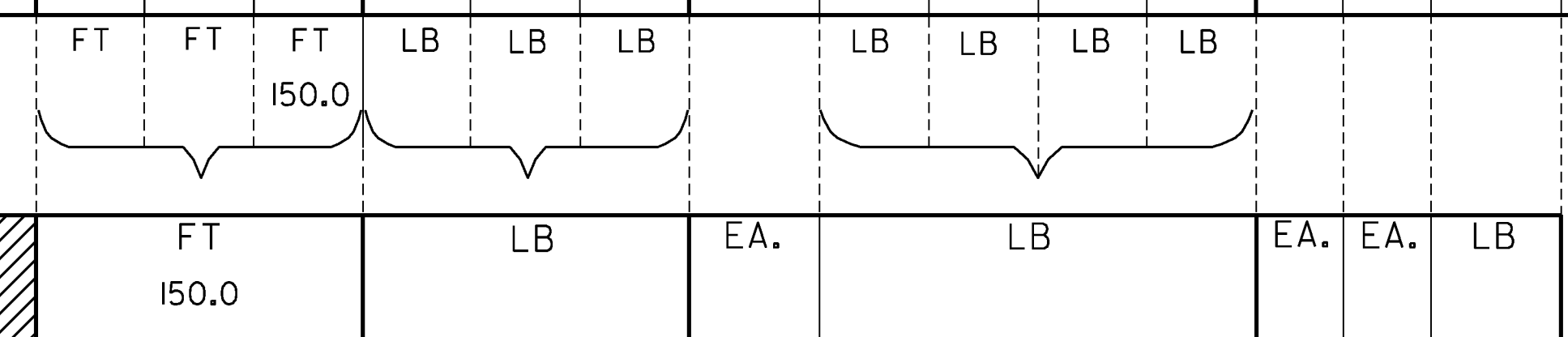
GLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #15

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL				
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER		STD. SHEET NUMBER				
											1.12	2.00	3.00	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE				WEIGHT	POST SIZE		
237+01 RT		1	36	36	9.00				1			X													W4.3L		SHS		
238+03 LT		1	30	30	6.25				1			X													W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS		
		1	24	12	2.00																				W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING	SHS		
BRATTLEBORO VT 142																													
		1	36	36	9.00				2			X														W10-12	REPLACE EXISTING SIGN AT THE CURRENT LOCATION	SHS	
60+40 LT		1	30	30	6.25				1			X														VW-133		E-154	
63+35 LT		1	48	9	3.00				1			X														R15-1		SHS	
65+08 LT		1			7.07				1			X														W10-1		SHS	
65+84 RT		1	24	12	2.00				1			X														M3-1	(GREEN ON WHITE)	E-136B	
		1	30	24	5.00																					W10-12	(GREEN ON WHITE)	E-136B	
66+37 LT		1	36	36	9.00				2			X															W10-12		SHS

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."



TRAFFIC SIGN SUMMARY SHEET #15

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/19/2010
PROJECT NUMBER: STP 2623(1)	DRAWN BY: HJC
FILE NAME: z06D0214.dgn	CHECKED BY: PTS
PROJECT LEADER: PTS	SHEET 81 OF 163
DESIGNED BY: NLL	
IPARM FILE NAME: 06D0214_81	

SHEET TOTALS	SF 58.57	SF	EA.	EA.	FT 150.0	LB	EA.	EA.	LB
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MODEL: Default
GLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #16

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE SALVAGE RE TAIN	NO. OF POSTS	NEW SIGN POSTS														RE FOUR D SIGN MER IT	REMARKS	SIGN DETAIL			
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER			
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT	POST SIZE	
80+60 LT		1	24	12	2.00				1			X											M3-3	(GREEN ON WHITE)		E-136B			
		1	30	24	5.00																		MI-5	(GREEN ON WHITE)		E-136B			
90+85 LT		1	24	30	5.00				1			X												R2-1		SHS			
94+05 LT		1	30	30	6.25				1			X												W4-2		SHS			
106+07 RT		1	6	10	0.42				1			X														E-138			
112+95 RT		1	30	30	6.25				1			X													VR-921		E-145A		
BRATTLEBORO VT 30																													
0+24 RT		1	24	24	4.00				1			X													R8-3a		SHS		
1+94 LT									1			X																	
		1	30	30	6.25																					RI-1	BACK TO BACK	SHS	
		1	6	10	0.42																						E-138		
2+12 RT		1	24	12	2.00				1			X														M3-1	(GREEN ON WHITE)	E-136B	
		1	24	24	4.00																					MI-5	(GREEN ON WHITE)	E-136B	
2+13 RT		1	12	18	1.50				1			X															R7-1		SHS

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

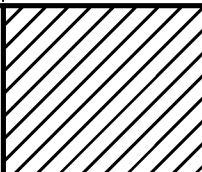
SHEET TOTALS

SF 43.09

SF

EA. 2

EA.



FT FT FT 135.0

LB LB LB

LB LB LB LB

FT 135.0

LB

EA.

LB

EA.

EA.

LB

**TRAFFIC
SIGN
SUMMARY
SHEET #16**

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_B2

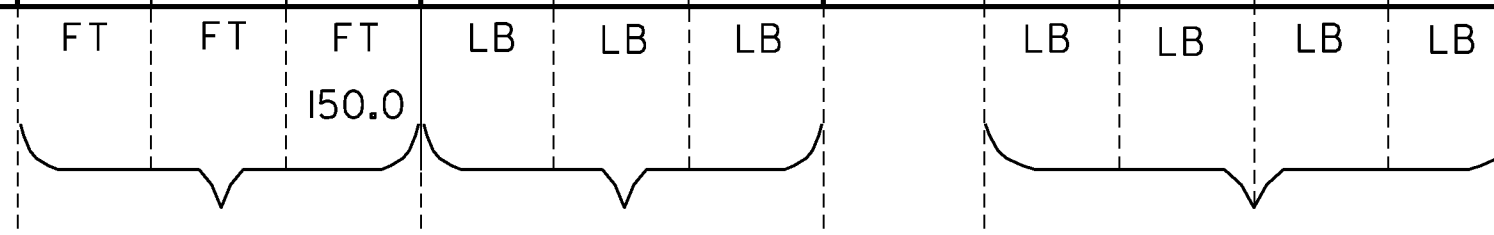
PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 82 OF 163

TRAFFIC SIGN SUMMARY SHEET #17

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL		
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER		STD. SHEET NUMBER		
											lb/ft	2.00	3.00	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE				WEIGHT	POST SIZE
2+26 LT		1	30	30	6.25				1			X												R5-1 R3-2	BACK TO BACK		SHS SHS
2+60 LT		1	36	36	9.00				2			X												W3-1			SHS
3+40 LT		1	72	12	6.00				2			X												DI-1 DI-1			E-123 E-123
3+80 LT		1	24	24	4.00				1			X												R8-3a			SHS
		1	24	12	2.00																			M4-11	BLACK ON WHITE		SHS
5+00 LT		1	24	12	2.00				1			X												M4-5			SHS
		1	24	24	4.00																			MI-4			SHS
		1	24	24	4.00																			MI-5	(GREEN ON WHITE)		E-136B
8+32 LT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																			W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
8+34 RT		1	30	30	6.25				1			X												W11-2	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
		1	24	12	2.00																			W16-7pL	ASTM TYPE IX FLUORESCENT YELLOW-GREEN SHEETING		SHS
8+78 RT		1	24	24	4.00				1			X												R8-3a			SHS

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."



SHEET TOTALS

SF 67.75	SF	EA.	EA.	FT 150.0	LB	EA.	LB	EA.	EA.	LB
----------	----	-----	-----	----------	----	-----	----	-----	-----	----

TRAFFIC SIGN SUMMARY SHEET #17

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NULL
IPARM FILE NAME: 06D214_83

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 83 OF 163

MODEL: Def.fourt

GLD_08-0324_z06D0214.dgn

TRAFFIC SIGN SUMMARY SHEET #18

SHS = FHWA STANDARD
HIGHWAY SIGNS BOOK

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE SALVAGE RE TAIN	NO. OF POSTS	NEW SIGN POSTS														RE QU IR ED SI G N E R E D	REMARKS	SIGN DETAIL		
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER			STD. SHEET NUMBER		
											lb/ft			lb/ft			lb/ft				FTG. SIZE						WEIGHT	POST SIZE
											1.12	2.00	3.00	1.3	1.7	1.7	3.0	3.5	4.0	5.0	24"	30"						
10+31 LT		1	24	24	4.00				1			X												R8-3a		SHS		
		1	24	12	2.00																				M4-6		SHS	
10+91 RT		1	24	24	4.00				1			X													R8-3a		SHS	
11+94 LT									1			X																
		1	24	24	4.00																					R8-3a		SHS
17+57 LT	 								1			X																
	 	1 1	30 6	30 10	6.25 0.42																					RI-1	BACK TO BACK	SHS E-138

FINAL POST LENGTHS ARE TO BE DETERMINED
IN THE FIELD. POST SIZES ARE COMPUTED
BASED ON INFORMATION FURNISHED ON THE STANDARD
SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

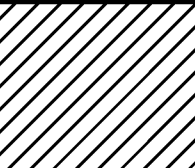
SHEET TOTALS

SF 20.67

SF

EA. 3

EA.



FT FT FT
60.0

LB LB LB

LB LB LB LB

FT 60.0

LB

EA.

LB

EA.

EA.

LB

**TRAFFIC
SIGN
SUMMARY
SHEET #18**

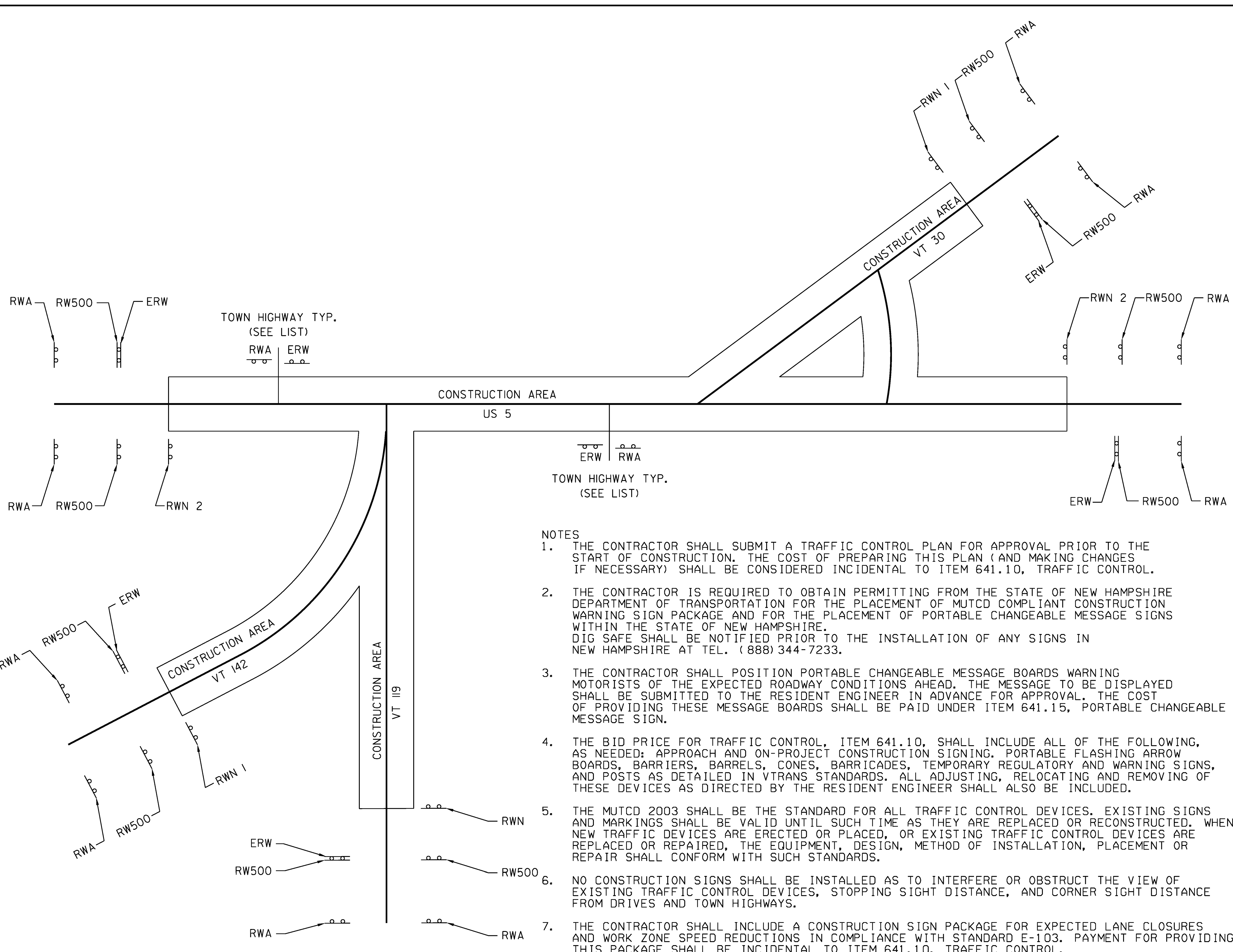
PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

FILE NAME: z06D0214.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: 06D214_84

PLOT DATE: 3/19/2010
DRAWN BY: HJC
CHECKED BY: PTS
SHEET 84 OF 163

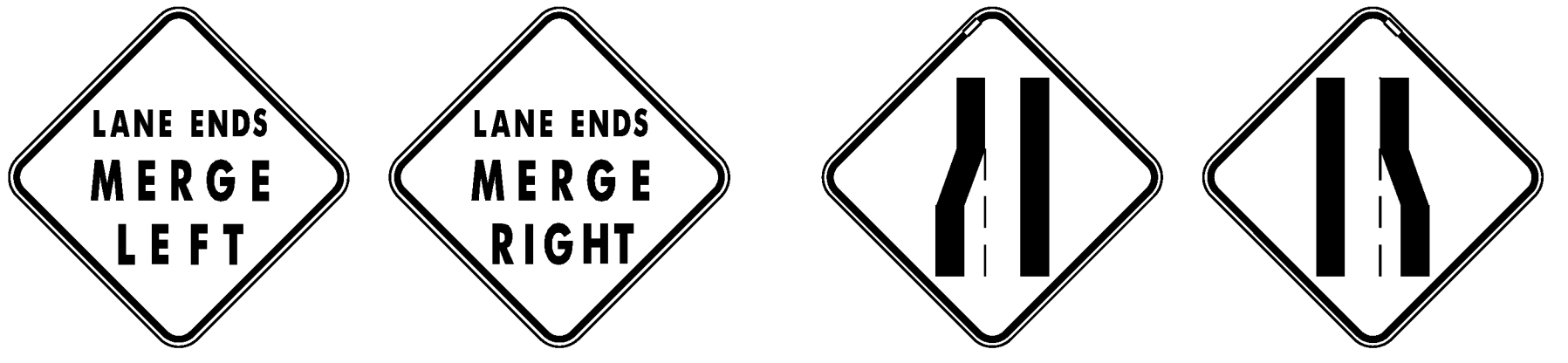
CLD 08-0324 z06D0214.dgn MODEL: Default



LIST OF TOWN/STATE HIGHWAYS FOR CONSTRUCTION SIGNS

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD (RWA)	END ROAD WORK (ERW)	ROAD WORK 500' (RW500)	ROAD WORK NEXT 1 MILE (RWN 1)	ROAD WORK NEXT 2 MILE (RWN 2)
BEGIN PROJECT US 5	2	1	2		1
TH 534	1	1			
TH 530	1	1			
TH 10	1	1			
TH 396	1	1			
TH 512	1	1			
TH 398	1	1			
TH 504	1	1			
TH 400	1	1			
TH 494	1	1			
TH 420	1	1			
TH 428	1	1			
TH 486	1	1			
TH 478 (ONE-WAY)	0	1			
TH 476 (ONE-WAY)	1	0			
TH 430	1	1			
TH 11	1	1			
TH 468 (ONE-WAY)	0	1			
TH 468 (ONE-WAY)	1	0			
TH 9	1	1			
ARCH ST	1	1			
TH 442	1	1			
TH 11	1	1			
TH 2	1	1			
TH 346	1	1			
TH 368	1	1			
TH 366	1	1			
TH 364	1	1			
TH 362	1	1			
TH 358	1	1			
TH 356	1	1			
TH 354	1	0			
END PROJECT US 5	2	1	2		1
US 5 SOUTHBOUND					
TH 342 (ONE-WAY)	1	1			
CHAPIN ST	1	1			
BEGIN VT 30	2	1	2	1	
TH 334	1				
END ON VT 30	2	1			
BEGIN VT 142	2	1	2	1	
TH 496	1	1			
BEGIN VT 119	2	1	2	1	
TOTAL	45	37	10	3	2

- NOTES**
1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.
 2. THE CONTRACTOR IS REQUIRED TO OBTAIN PERMITTING FROM THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGE AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE. DIG SAFE SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY SIGNS IN NEW HAMPSHIRE AT TEL. (888) 344-7233.
 3. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE BOARDS WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED SHALL BE SUBMITTED TO THE RESIDENT ENGINEER IN ADVANCE FOR APPROVAL. THE COST OF PROVIDING THESE MESSAGE BOARDS SHALL BE PAID UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
 4. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED.
 5. THE MUTCD 2003 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
 6. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
 7. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH STANDARD E-103. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.
 8. ON VTRANS STANDARD E-103, SIGN W4-2 MAY BE REPLACED WITH W9-2.
 9. WHEN DIRECTED BY THE RESIDENT ENGINEER, "NO OUTLET" SIDE DRIVES WILL NOT REQUIRE CONSTRUCTION SIGNING.
 10. SEE STD E-100, E-100A AND E-103 FOR SIGN PLACEMENT.
 11. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
 12. ALL CONSTRUCTION SIGNS SHALL BE "A MAXIMUM OF 36 INCHES" OR AS APPROVED BY THE RESIDENT ENGINEER.



NOT TO SCALE

TEMPORARY TRAFFIC CONTROL PLAN

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(I)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_86
PLOT DATE:	3/19/2010
DRAWN BY:	WWG
CHECKED BY:	PTS
SHEET	86 OF 163

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- 87. TITLE SHEET
- 88. TYPICAL SECTIONS
- 89-90. QUANTITY SHEETS
- 91. ITEM DETAIL AND DRAINAGE SHEET
- 92. EARTHWORK SHEET
- 93-96. TIE SHEETS
- 97-101. CURB TIE AND LAYOUT SHEETS
- 102-106. ROADWAY LAYOUT SHEETS
- 107-111. DETAIL GRADING PLANS
- 112. EROSION CONTROL NARRATIVE
- 113. EPSC EROSION CONTROL LEGEND
- 114-115. EPSC EROSION CONTROL DETAIL SHEETS
- 116-120. EPSC EXISTING CONDITIONS PLAN SHEETS
- 121-125. EPSC CONSTRUCTION SITE PLAN SHEETS
- 126-130. EPSC FINAL CONDITIONS PLAN SHEETS
- 131-133. BORING LAYOUT SHEETS
- 134-135. BORING LOGS
- 136-140. SIGNING LAYOUT SHEETS
- 141-148. TRAFFIC SIGNS SUMMARY SHEETS
- 149. INTENTIONALLY LEFT BLANK
- 150-159. TRAFFIC SIGNAL SHEETS
- 160-162. TRAFFIC MANAGEMENT PLANS
- 163. CROSS SECTIONS AT MAST-ARMS

STATE OF VERMONT AGENCY OF TRANSPORTATION



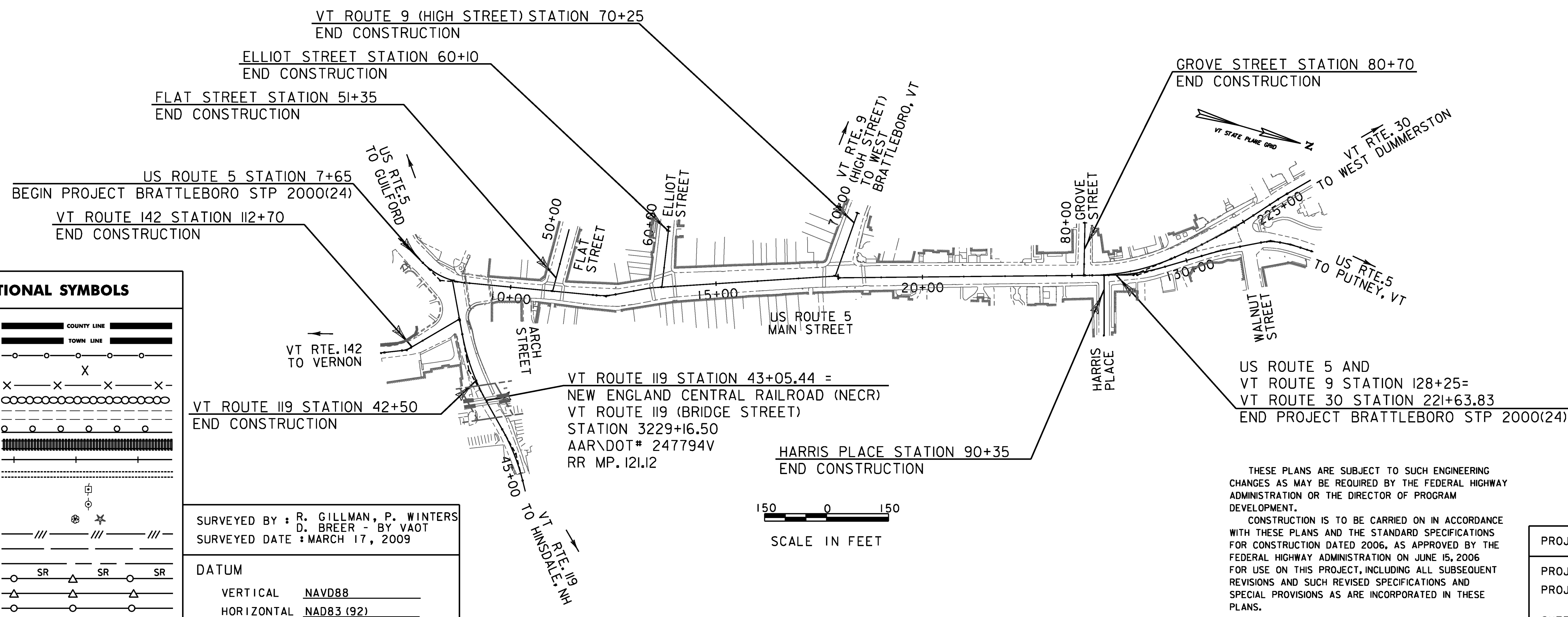
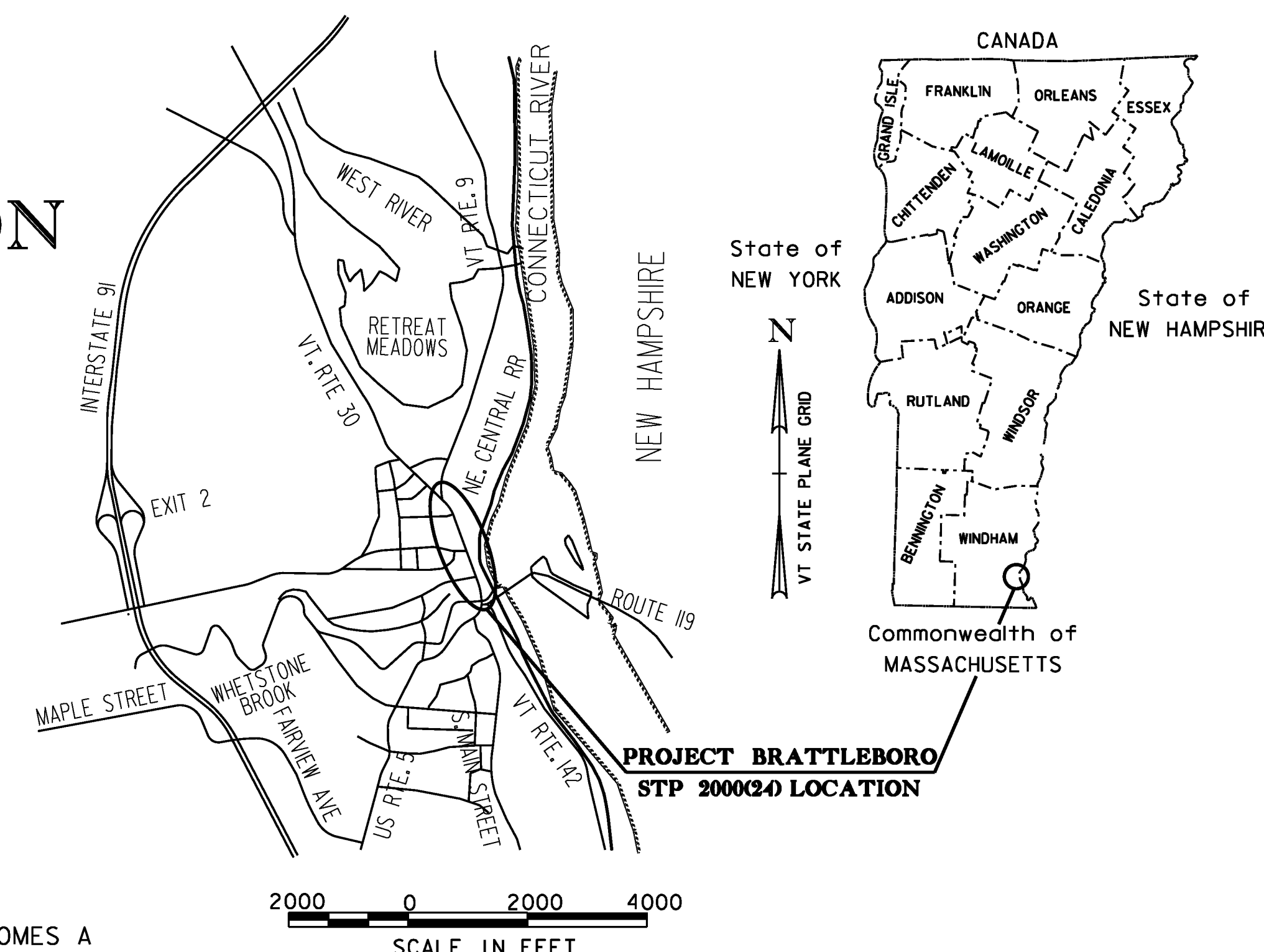
PROPOSED IMPROVEMENTS TOWN OF BRATTLEBORO WINDHAM COUNTY

US ROUTE 5 IS A MINOR ARTERIAL FROM THE BEGINNING OF PROJECT TO HIGH STREET AND BECOMES A PRINCIPAL ARTERIAL FROM HIGH STREET TO END OF PROJECT.

BEGINNING AT A POINT, ON US ROUTE 5 (CANAL ST.) IN THE TOWN OF BRATTLEBORO, APPROXIMATELY 93 FEET SOUTH OF THE INTERSECTION OF US ROUTE 5 (CANAL ST.) AND VT ROUTE 119 (BRIDGE ST.) AND EXTENDING 1,608 +/- FEET AND ALONG VT ROUTE 119 (BRIDGE ST.) 500 FEET.

LENGTH OF PROJECT:
US ROUTE 5 = 1703.20 FEET = 0.322 MILES
VT ROUTE 119 = 250 FEET = 0.473 MILES
TOTAL = 1953.20 FEET = 0.370 MILES

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES SIDEWALK RECONSTRUCTION, NEW SIGNALS, SIGNS AND RELATED ROADWAY ITEMS.



ROUTE 5 (MAIN STREET) TRAFFIC DATA	
1999 ADT	= 16,600
2020 ADT	= 22,900
2020 DHV	= 1,600
2020 ADTT	= 687
SB %D	= 53
NB %D	= 47
2020 %T	= 3
20 YEAR ESAL'S	= 4,296,000
40 YEAR ESAL'S	= 10,730,000

CONVENTIONAL SYMBOLS	
COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

SURVEYED BY : R. GILLMAN, P. WINTERS
D. BREER - BY VAOT
SURVEYED DATE : MARCH 17, 2009

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83 (92)

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

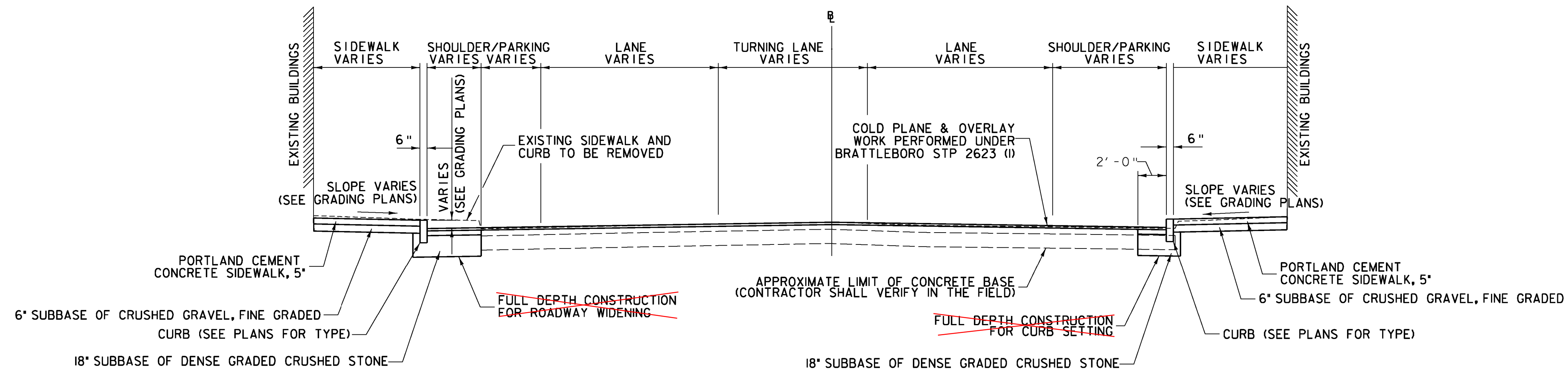
PROJECT MANAGER : KEN UPMAL
PROJECT NAME : BRATTLEBORO
PROJECT NUMBER : STP 2000 (24)
SHEET 87 OF 163 SHEETS

TYPICAL SECTIONS

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH ALL LAYERS)	+/- 1/4"
BASE COURSE	+/- 1/2"
SUBBASE	+/- 1"
GRANULAR BORROW	+/- 1"
SAND BORROW	+/- 1"

FULL DEPTH FOR AREAS OF WIDENING AND CURB SETTING:
 3 LIFTS 2" BITUMINOUS CONCRETE PAVEMENT TO BE PAID AS ITEM 616.47
 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.
 18" SUBBASE OF DENSE GRADED CRUSHED STONE OR APPROVED IN-SITU
 MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 704.06.

TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.025 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.



NOTES:

- PAYMENT FOR SAWCUTTING FLEXIBLE AND RIGID PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 616.40 REMOVING AND RESETTING CURB AND ITEM 616.41 REMOVAL OF EXISTING CURB.

NORMAL SECTION

NOT TO SCALE

NOTE:
 THE TOWN OF BRATTLEBORO AND VOAT HAVE AGREED THAT THE LIMITS OF WORK SHOWN ON THESE PLANS ARE WITHIN THE PUBLIC RIGHT OF WAY.

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044+yp.dgn	PLOT DATE: 3/17/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: D. SPENCER	CHECKED BY: V. KACOYANNAKIS
TYPICAL SECTIONS	SHEET 88 OF 163

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
						ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
						2					2		EACH	REMOVING MEDIUM TREES	201.15	-	COMMON EXCAVATION		
						1					1		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	-	64 CY		AREA OF ROADWAY NARROWING
						400					400		CY	COMMON EXCAVATION	203.15	7	221 CY		AREA OF NO CHANGE ROADWAY WIDTH (SIDEWALK WORK)
						200					200		CY	SOLID ROCK EXCAVATION	203.16	7	27 CY		AREA OF ROADWAY WIDENING
						90					90		CY	TRENCH EXCAVATION OF EARTH	204.20	8	81 CY		CURB SETTING
						15					15		CY	TRENCH EXCAVATION OF ROCK	204.21	1	7 CY		ROUNDING
						1					1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-	400 CY		TOTAL
						45					45		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	5	SOLID ROCK EXCAVATION		
						200					200		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26	25	112 CY		AREA OF ROADWAY NARROWING
						150					150		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	13	81 CY		CURB SETTING
						1					1		CWT	EMULSIFIED ASPHALT	404.65	EST.	7 CY		ROUNDING
						1					1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-	200 CY		TOTAL
						55					55		LF	8" CPEP(SL)	601.2603	4	SUBBASE OF CRUSHED GRAVEL, FINE GRADED		
						5					5		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20	-	175 CY		SIDEWALK
						7					7		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-	25 CY		ROUNDING
						5					5		EACH	CAST IRON COVER WITH FRAME	604.55	-	200 CY		TOTAL
									1		1		MGAL	DUST CONTROL WITH WATER	609.10	EST.	SUBBASE OF DENSE GRADED CRUSHED STONE		
									1.25		1.25		TON	DUST AND ICE CONTROL WITH CALCIUM CHLORIDE	609.15	0.13	137 CY		FULL DEPTH CONSTRUCTION
						400					400		LF	VERTICAL GRANITE CURB	616.21	50	13 CY		ROUNDING
						300					300		LF	PRECAST REINFORCED CONCRETE CURB, TYPE B	616.26	33	150 CY		TOTAL
						500					500		LF	REMOVING AND RESETTING CURB	616.40	27	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS		
						650					650		LF	REMOVAL OF EXISTING CURB	616.41	48	61 TON		3 LIFTS - 2 INCH BITUMINOUS CONCRETE PAVEMENT
						70					70		TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	9	9 TON		ROUNDING
						1100					1100		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	50	70 TON		TOTAL
						230					230		SF	DETECTABLE WARNING SURFACE	618.30	7	EROSION CONTROL		
						625					625		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.	1 LB		SEED (WINTER RYE)
						475					475		HR	FLAGGERS	630.15	EST.	0.5 TON		HAY MULCH
											0.5		LS	FIELD OFFICE, ENGINEERS	631.10	-			
											0.5		LS	TESTING EQUIPMENT, CONCRETE	631.16	-			
											0.5		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
											1050		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
							620				620		HR	EMPLOYEE TRAINEESHIP	634.10	EST.			
						0.5					0.5		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
						1					1		LS	TRAFFIC CONTROL (STP 2000(24))	641.10	-			
						0.5					0.5		LS	PUBLIC RELATIONS OFFICER	641.12	-			
						6					6		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
									300		300		SY	GEOTEXTILE FOR SILT FENCE	649.51	16			
									1		1		LB	SEED	651.15	EST.			
									1		1		LB	SEED, WINTER RYE	651.17	EST.			
									5		5		LB	FERTILIZER	651.18	EST.			

PROJECT NAME: **BRATTLEBORO**
PROJECT NUMBER: **STP 2000 (24)**
FILE NAME: z08d044qty.xls PLOT DATE: 04/08/2010
PROJECT LEADER: KEN UPMAL DRAWN BY: A. ACHARYA
DESIGNED BY: V. KACOYANNAKIS CHECKED BY: D. SPENCER
QUANTITY SHEET #1 SHEET 89 OF 163

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
						ROADWAY	TRAINING	LANDSCAPING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
									0.025		0.025		TON	AGRICULTURAL LIMESTONE	651.20	EST.			
									0.5		0.5		TON	HAY MULCH	651.25	EST.			
									6		6		CY	TOPSOIL	651.35	0.7			
									1		1		LS	EPSC PLAN	652.10	-			
									210		210		HR	MONITORING EPSC PLAN	652.20	EST.			
									1		1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30	-			
									36		36		EACH	INLET PROTECTION DEVICE, TYPE I	653.40	-			
									380		380		LF	PROJECT DEMARCATION FENCE	653.55	39			
								1			1		LS	TREE PROTECTION	656.85	-			
						369					369		SF	TRAFFIC SIGNS, TYPE A	675.20	0.79			
						717					717		LF	FLANGED CHANNEL SIGN POST	675.301	0.17			
						37					37		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
						87					87		EACH	REMOVING SIGNS	675.50	-			
						27					27		EACH	ERECTING SALVAGED SIGNS	675.60	-			
						1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ ELLIOT STREET)	678.15	-			
						1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ FLAT STREET)	678.15	-			
						1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ HIGH STREET)	678.15	-			
						1					1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US 5 @ VT ROUTES 142 & 119)	678.15	-			
						175					175		LF	WIRED CONDUIT (2 1/2")(PVC)	678.23	13			
						1650					1650		LF	WIRED CONDUIT (2")(PVC)	678.23	48			
						45					45		LF	WIRED CONDUIT (3")(PVC)	678.23	41			
						14					14		EACH	PULL BOX, STANDARD	678.25	-			
						3					3		EACH	JUNCTION BOX	678.26	-			
						860					860		LF	ELECTRICAL CONDUIT SLEEVE (8")(PVC)	678.30	-			
						1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ ELLIOT STREET)	678.40	-			
						1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ FLAT STREET)	678.40	-			
						1					1		EACH	TEMPORARY TRAFFIC SIGNAL SYSTEM (US 5 @ HIGH STREET)	678.40	-			
						25					25		EACH	SPECIAL PROVISION (PARKING METER POST)	900.620	-			
						1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ ELLIOT STREET)	900.620	-			
						1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ FLAT STREET)	900.620	-			
						1					1		EACH	SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) (US 5 @ HIGH STREET)	900.620	-			
						1					1		EACH	SPECIAL PROVISION (REMOVE AND RESET USPS MAILBOX)	900.620	-			
						29					29		EACH	SPECIAL PROVISION (REMOVE PARKING METER POST)	900.620	-			

PROJECT NAME: **BRATTLEBORO**
 PROJECT NUMBER: **STP 2000 (24)**
 FILE NAME: z08d044qty.xls PLOT DATE: 04/08/2010
 PROJECT LEADER: KEN UPMAL DRAWN BY: A. ACHARYA
 DESIGNED BY: V. KACOYANNAKIS CHECKED BY: D. SPENCER
 QUANTITY SHEET #2 SHEET 90 OF 163

ITEM DETAIL AND DRAINAGE SHEET

STATION	STATION	POS.	ASKEW NO. DEG.	INLET/OUTLET TYPE		PIPE		ALLOWABLE OPTIONS			PIPE ELBOW NO. DEG.	ES EA	CB EA	CON- VERT CB TO MH EA	DEPTH DI FT	CONC CLASS B CY	REINF STEEL LBS	DI GRATE TYPE	CHAN ELEV EA	CRM CY	TRENCH EXCAVATION		GRAN BK FILL STRUCT CY	EROS MATT SY	STONE FILL		MARKER POSTS		REMARKS	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH											
				D IN	L FT	RCP CLASS	HDPE	CPEP SL	EARTH CY	ROCK CY											CY	TYPE			LT EA	RT EA	BEGIN STATION	END STATION		POSITION		AREA									
US RTE. 5 8+11.7	8+10.6	RT-RT		DI	MH	8	-6			X			1	1	5.6	4		D			4.4 19.7	0.4 2.4	3.2 -9.6						EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.	7+74.1 7+86.0	8+01.0 113+43.9	LT RT	LT LT	120.7 1860.4	13.4 206.7	33.70 215.93					
13+50.0		LT		DI	MH																5.0 19.9	1.9 3.4	5.4 -8.3					REHAB EXISTING DI, PROVIDE TYPE D GRATE, FRAME & GRATE IS INCIDENTAL TO REHAB.	8+76.1 8+76.1						22.8						
17+36.5	17+50.3	LT-LT		DI	MH	8	14			X			1	1	53.5			D			6.7 13.2	0.5 2.5	4.9 -6.7					EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.	8+50 112+76	8+99.2 113+73.0	LT RT	LT RT	109.5 326.5	42.2 36.3	68.11						
17+40.7	17+43.1	RT-RT		DI		8	-9	10		X			1	1	43.5			D			3.8 13.8	0.9 3.4	5.0 -6.7					EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.	10+70.5 10+70.5	51+40.7 51+40.7	LT RT	RT RT	180.2 131.0	20.0 14.6	98.8 79.46						
18+59.1	18+48.9	RT-RT		DI	MH	8	10	6		X			1	1	4.3			D			4.4 13.2	1.0 3.4	3.7 -8.3					EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.	10+60 10+60	40+91.8 40+91.8	RT RT	RT RT	136.0 735.1	15.1 81.7	51.48 106.23						
VT RTE. 119 40+66.6	40+78.5	RT-RT		DI	MH	8	12	8		X			1	1	5.4			D			4.4 18.6	1.0 3.8	3.7 -8.3					EXISTING CB TO BE CONVERTED TO MH, NEW CB AND PIPE PROPOSED.	12+30 12+30	61+13.3 61+13.3	RT RT	RT RT	865.0 205.4	96.1 22.8	22.35 203						
VT RTE. 142 113+61.8		RT		DI																								REHAB EXISTING DI, PROVIDE TYPE D GRATE, FRAME & GRATE IS INCIDENTAL TO REHAB.	17+35.0 17+35.0	18+56.5 18+56.5	RT RT	RT RT	1024.4 244.4	113.8 27.2	135.21 40.74						
TOTALS							51		CPEP (SL)				5	5				D=5			82.2	14.1	39.6																		

NEW CURBING					
STATION	STATION	POS.	GRANITE LENGTH	CONC. TYPE B LENGTH	REMARKS
7+66.1	7+87.6	RT-RT	23.7		VERTICAL GRANITE CURB
7+74.1	7+93.9	LT-LT		16.8	PRECAST REINFORCED CONC. CURB, TYPE B
7+92.0	113+57.6	RT-LT	135.5		VERTICAL GRANITE CURB
8+79.9	8+85.4	LT-LT		4.8	PRECAST REINFORCED CONC. CURB, TYPE B
8+90.7	8+99.2	LT-LT		8.5	PRECAST REINFORCED CONC. CURB, TYPE B
9+07.9	9+19.1	RT-RT		14.4	PRECAST REINFORCED CONC. CURB, TYPE B
40+72.3	40+77.9	LT-LT		7.6	PRECAST REINFORCED CONC. CURB, TYPE B
10+70.5	10+80.8	LT-LT		10.8	PRECAST REINFORCED CONC. CURB, TYPE B
113+43.9	113+52.6	LT-LT	8.8		VERTICAL GRANITE CURB
113+59.4	41+30.7	LT-LT	19.6		VERTICAL GRANITE CURB
13+23.7	13+46.4	RT-RT	22.8		VERTICAL GRANITE CURB
13+50.7	13.97.8	RT-RT	46.7		VERTICAL GRANITE CURB
13+99.4	14+14.4	LT-LT		15.4	PRECAST REINFORCED CONC. CURB, TYPE B
14+00.8	14+23.6	RT-RT	25.6		VERTICAL GRANITE CURB
51+40.7	51.53.6	RT-RT		13.6	PRECAST REINFORCED CONC. CURB, TYPE B
51+39.4	51.45.2	LT-LT		6.3	PRECAST REINFORCED CONC. CURB, TYPE B
60+88.9	61+00.6	LT-LT		11.9	PRECAST REINFORCED CONC. CURB, TYPE B
17+29.3	71+33.3	LT-LT	55.2		VERTICAL GRANITE CURB
17+35.0	17+51.8	RT-RT		19.6	PRECAST REINFORCED CONC. CURB, TYPE B
17+55.7	18+34.0	RT-RT		77.6	PRECAST REINFORCED CONC. CURB, TYPE B
18+38.0	18+56.8	RT-RT		20.9	PRECAST REINFORCED CONC. CURB, TYPE B
22+37.2	22+45.9	RT-RT		8.7	PRECAST REINFORCED CONC. CURB, TYPE B
22+42.4	22+46.7	LT-LT		4.2	PRECAST REINFORCED CONC. CURB, TYPE B
22+50.7	22+56.7	LT-LT		6.0	PRECAST REINFORCED CONC. CURB, TYPE B
23+65.1	23+70.5	LT-LT		9.0	PRECAST REINFORCED CONC. CURB, TYPE B
90+24.4	90+31.4	RT-RT	7.0		VERTICAL GRANITE CURB
90+21.3	90+26.5	LT-LT	5.2		VERTICAL GRANITE CURB
127+68.6	127+79.3	LT-LT		10.7	PRECAST REINFORCED CONC. CURB, TYPE B
TOTALS			350.1	266.8	

EXISTING CURBING					
STATION	STATION	POS.	LENGTH REMOVAL	LENGTH REMOVE & RESET	REMARKS
113+14.7	113+62.0	RT-RT		81.4	REMOVING AND RESETTING CURB
7+66.1	113+43.9	RT-LT	170.6		REMOVAL OF EXISTING CURB
7+74.1	7+93.9	LT-LT	16.7		REMOVAL OF EXISTING CURB
8+76.1	8+79.9	LT-LT		4.0	REMOVING AND RESETTING CURB
8+79.9	8+99.2	LT-LT	18.1		REMOVAL OF EXISTING CURB
9+19.1	40+77.9	RT-LT	26.3		REMOVAL OF EXISTING CURB
10+70.5	10+80.8	RT-RT	10.6		REMOVAL OF EXISTING CURB
10+75.8	10+81.8	RT-RT		6.0	REMOVING AND RESETTING CURB
10+85.8	10+91.8	LT-LT		6.0	REMOVING AND RESETTING CURB
11+16.8	11+22.9	RT-RT		6.0	REMOVING AND RESETTING CURB
11+26.9	11+32.9	RT-RT		6.0	REMOVING AND RESETTING CURB
11+28.5	11+47.4	LT-LT		19.4	REMOVING AND RESETTING CURB
12+60.8	13+40.1	LT-LT		80.0	REMOVING AND RESETTING CURB
13+23.7	14+23.6	RT-RT	96.4		REMOVAL OF EXISTING CURB
13+99.4	14+14.4	LT-LT	15.6		REMOVAL OF EXISTING CURB
51+40.7	51+53.6	RT-RT	13.3		REMOVAL OF EXISTING CURB
51+39.4	51+45.2	LT-LT	11.8		REMOVAL OF EXISTING CURB
60+88.9	61+00.6	LT-LT	11.9		REMOVAL OF EXISTING CURB
61+13.3	61.24.8	RT-RT		11.5	REMOVING AND RESETTING CURB
15+91.7	17+29.0	LT-LT		162.8	REMOVING AND RESETTING CURB
17+29.0	17+33.3	LT-LT	46.8		REMOVAL OF EXISTING CURB
17+35.0	18+56.8	RT-RT	121.4		REMOVAL OF EXISTING CURB
18+37.1	18+42.5	LT-LT		6.4	REMOVING AND RESETTING CURB
71+23.0	71+33.3	RT-RT		10.4	REMOVING AND RESETTING CURB
71+12.7	71+17.5	LT-LT		6.0	REMOVING AND RESETTING CURB
22+37.2	22+45.9	RT-RT	8.7		REMOVAL OF EXISTING CURB
22+42.4	22+56.7	LT-LT	14.2		REMOVAL OF EXISTING CURB
22+49.9	22+58.2	RT-RT		8.3	REMOVING AND RESETTING CURB
23+61.5	23+70.5	LT-LT	9.0		REMOVAL OF EXISTING CURB
23+66.3	23+72.2	RT-RT		6.0	REMOVING AND RESETTING CURB
23+77.2	23+83.2	RT-RT		6.0	REMOVING AND RESETTING CURB
127+68.6	127+79.9	LT-LT	10.7		REMOVAL OF EXISTING CURB
127+70.9	127+78.4	RT-RT		7.5	REMOVING AND RESETTING CURB
128+13.8	128+18.6	RT-RT		7.3	REMOVING AND RESETTING CURB
80+74.3	80+95.3	RT-RT		22.0	REMOVING AND RESETTING CURB
80+85.7	80+95.7	LT-LT		10.0	REMOVING AND RESETTING CURB
TOTALS			602.1	473.0	

SEE CALC. BINDER SPREADSHEET

UNDERDRAIN										
BEGIN STATION	END STATION	POSITION	TYPE	DIA IN.	LENGTH FT	TRENCH EARTH CY	ROCK CY	GRAN BK FILL CF	FB EA	MRK POST EA
TOTALS										

33.70
215.93
22.8
68.11
98.8
79.46
51.48
106.23
22.35
203
204.75
135.21
40.74
14.87
27.96
21.31
14.29
9.06
12.86
8.19

EARTHWORKS

																				SUMMARY AND BALANCES																		
STATION		DIST		TOTAL EXCAVATION EARTH AND ROCK		ROCK EXCAVATION		EMBANKMENT		STATION		DIST		TOTAL EXCAVATION EARTH AND ROCK		ROCK EXCAVATION		EMBANKMENT		STATION		DIST		TOTAL EXCAVATION EARTH AND ROCK		ROCK EXCAVATION		EMBANKMENT		STATION TO STATION		TOT EXC. EARTH & ROCK C.Y.	ROCK EXCAV C.Y.	EMBANK C.Y.	EXCESSES		ACUMULATIVE EXCESSES	
AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	AREA	VOLUME	CUT	FILL	CUT	FILL			
S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.	S.F.	C.Y.									
VOLUME OF COMMON EXCAVATION AND SOLID ROCK EXCAVATION REQUIRED WITHIN THE AREAS OF NARROWING AND SIDEWALK CONSTRUCTION IS CALCULATED BY THE DEPTH OF EXCAVATION REQUIRED MULTIPLIED BY THE AREA OF EXCAVATION.																																						
AREAS OF NARROWING																																						
REMOVAL OF EXISTING PAVEMENT (COMMON EXCAVATION)																																						
	AREA	DEPTH	VOL																																			
	SF	IN	CY																																			
US RTE 5 7+66.1 RT - VT RTE 142 113+43.9 LT=	1056	5	16																																			
VT RTE 142 113+14.7 RT - 113+73.0 RT=	108	5	2	* DEPTH ARE BASED ON THE BORING LOGS.																																		
US RTE 5 13+23.7 RT - 14+23.6 RT=	692	10	21																																			
US RTE 5 17+35.0 RT - 18+56.5 RT=	1035	7	23																																			
US RTE 5 17+36.8 LT - 17+79.1 LT=	143	7	3																																			
	3034		64																																			
REMOVAL OF CONCRETE BASE (SOLID ROCK EXCAVATION)																																						
AVERAGE THICKNESS OF CONCRETE = 1.0 FT (FROM BORING LOGS)																																						
AREA OF EXCAVATION = 3034 SF																																						
VOLUME OF SOLID ROCK EXCAVATION = 3034 CF 112 CY																																						
AREAS OF NO CHANGE IN WIDTH																																						
REMOVAL OF SIDEWALK (COMMON EXCAVATION)																																						
	AREA	DEPTH	VOL																																			
	SF	IN	CY																																			
US RTE 5 7+74.1 LT - 8+01.0 LT=	121	11	4	* DEPTH IS BASED ON 5 INCH OF SIDEWALK AND 6 INCH OF SUBBASE																																		
US RTE 5 7+66.0 RT - VT RTE 142 113+43.9 LT=	804	11	27																																			
US RTE 5 8+76.1 LT - 8+99.2 LT=	109	11	4																																			
VT RTE 142 113+14.7 RT - 113+73.0 RT=	219	11	7																																			
VT RTE 119 40+77.9 LT - US RTE 5 9+19.1 RT=	128	11	4																																			
US RTE 5 10+70.5 LT - FLAT ST. 51+40.7 RT=	180	11	6																																			
US RTE 5 10+75.8 RT - 10+91.8 RT=	131	11	4																																			
US RTE 5 11+16.8 RT - 11+32.9 RT=	136	11	5																																			
US RTE 5 13+28.3 LT - ELLIOT ST. 61+13.3 RT=	865	11	29																																			
FLAT ST. 51+39.4 LT - US RTE 5 11+47.4 LT=	205	11	7																																			
ELLIOT ST. 60+88.9 LT - US RTE 5 14+14.4 LT=	259	11	9																																			
US RTE 5 15+91.7 LT - VT RTE 9 71+12.9 RT=	2230	11	76																																			
VT RTE 9 71+04.0 LT - US RTE 5 18+50.2 LT=	244	11	8																																			
US RTE 5 22+42.4 LT - 22+56.7 LT=	95	11	3																																			
US RTE 5 22+37.2 RT - 22+58.2 RT=	152	11	5																																			
US RTE 5 23+61.5 LT - GROVE ST. 80+74.3 RT=	220	11	7																																			
US RTE 5 23+66.2 RT - 23+83.2 RT=	121	11	4																																			
US RTE 5 127+70.9 RT-HARRIS PL. 90+31.3 RT=	121	11	4																																			
GROVE ST. 80+85.7 LT -US RTE 5 127+79.3 LT=	139	11	5																																			
HARRIS PL. 90+26.5 LT -US RTE 5 128+18.6 RT=	40	11	1																																			
			221																																			
AREAS OF WIDENING																																						
FULL DEPTH CONSTRUCTION (COMMON EXCAVATION)																																						
	AREA	DEPTH	VOL																																			
	SF	IN	CY																																			
US RTE 5 12+60 LT - US RTE 5 13+50 LT	121	31	12	* DEPTH IS BASED ON 7 INCH OF EXISTING CURB REVEAL AND 24 INCH FULL DEPTH																																		
US RTE 5 15+91 LT - US RTE 5 17+35 LT	162	31	16																																			
	283		27																																			
CURB SETTING																																						
VERTICAL GRANITE CURB USED = 350 FT																																						
REINFORCED CONCRETE CURB USED = 267 FT																																						
CURB REMOVE AND RESET = 473 FT																																						
TOTAL CURBING USED IN THE PROJECT = 1090 FT																																						
FROM TYPICAL SECTION																																						
WIDTH OF EXCAVATION = 2 FT																																						
DEPTH OF COMMON EXCAVATION = 1 FT																																						
DEPTH OF SOLID ROCK EXCAVATION = 1 FT																																						
AREA OF EXCAVATION FOR CURB SETTING = 2180 SF																																						
VOLUME OF COMMON EXCAVATION = 2180 CF 81 CY																																						
VOLUME OF SOLID ROCK EXCAVATION = 2180 CF 81 CY																																						
TOTALS																																						
COMMON EXCAVATION = 393 CY																																						
SOLID ROCK EXCAVATION = 193 CY																																						
																									REMARKS													
																									EARTH AND ROCK EXCAVATION 586													
																									SOLID ROCK EXCAVATION 193													
																									EARTH EXCAVATION 393													
																									PLANIMETERED FILL													
																									LESS FACTORED SOLID ROCK													
																									LESS DISPLACEMENT OF ANY LARGE STRUCTURES													
																									NET PLANIMETERED FILL													
																									FACTOR													
																									PLANIMETERED FILL INCLUDING FACTOR													
																									MATERIALS AVAILABLE FOR FILLS													
																									EARTH EXCAVATION 393													
																									CHANNEL EXCAVATION													
																									UNDERDRAIN EXCAVATION													
																									STRUCTURE EXCAVATION													
																									TOTAL MATERIAL AVAILABLE FOR FILL 393													
																									TOTAL FILL INCLUDING FACTOR													
																									TOTAL MATERIAL FOR FILL													
																									BORROW													
																									EXCESS EXCAVATION 393													
																									PROJECT NAME: BRATTLEBORO													
																									PROJECT NUMBER: STP 2000 (24)													
																									FILE NAME: z08d044earthwork.xls													
																									PLOT DATE: 12/7/2009													
																									PROJECT LEADER: K. UPMAL													
																									DRAWN BY: A. ACHARYA													
																									DESIGNED BY: A. ACHARYA													
																									CHECKED BY: D. SPENCER													
																									EARTHWORK SHEET													
																									SHEET 92 OF 163													

GPS CONTROL POINTS

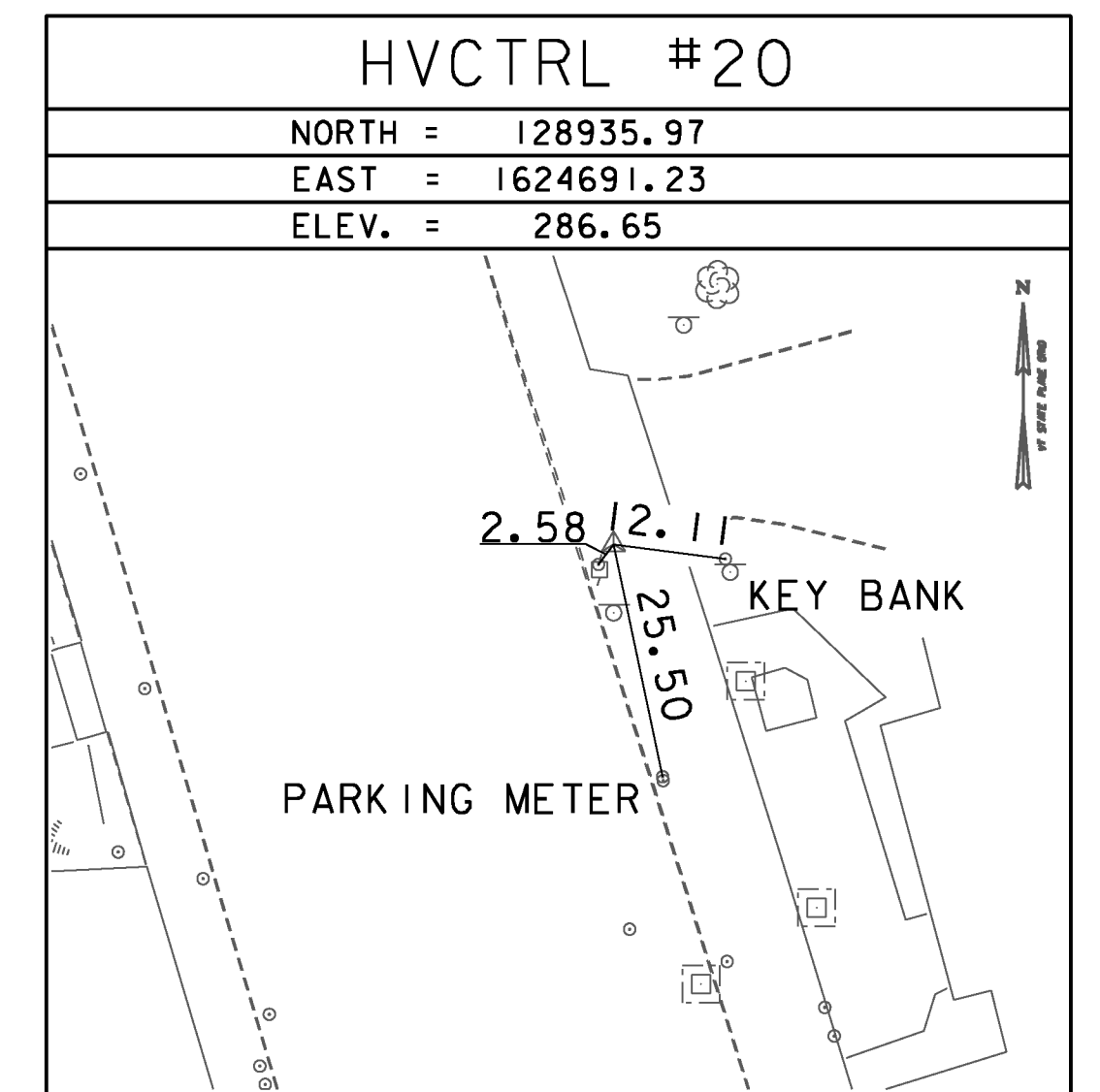
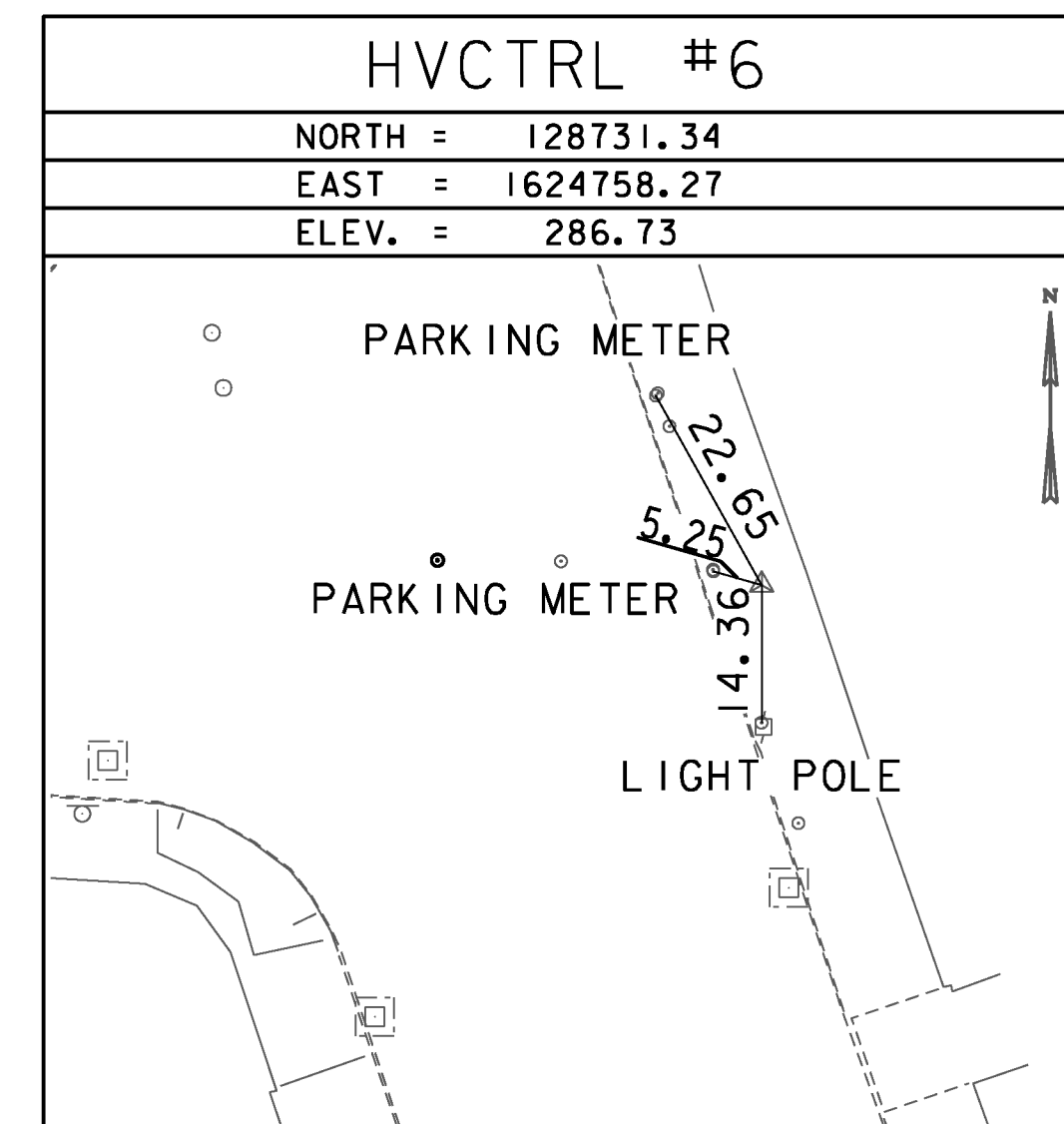
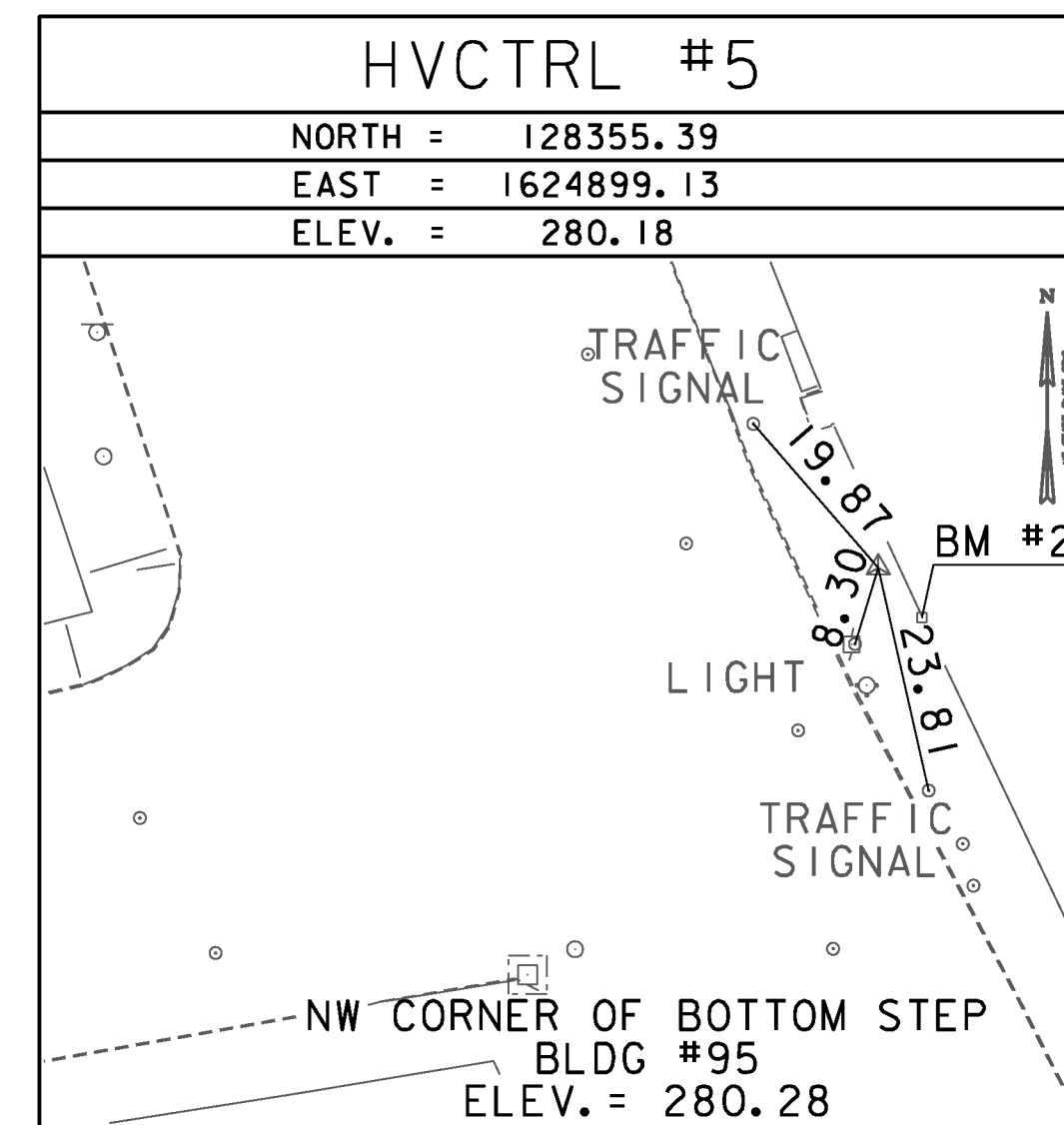
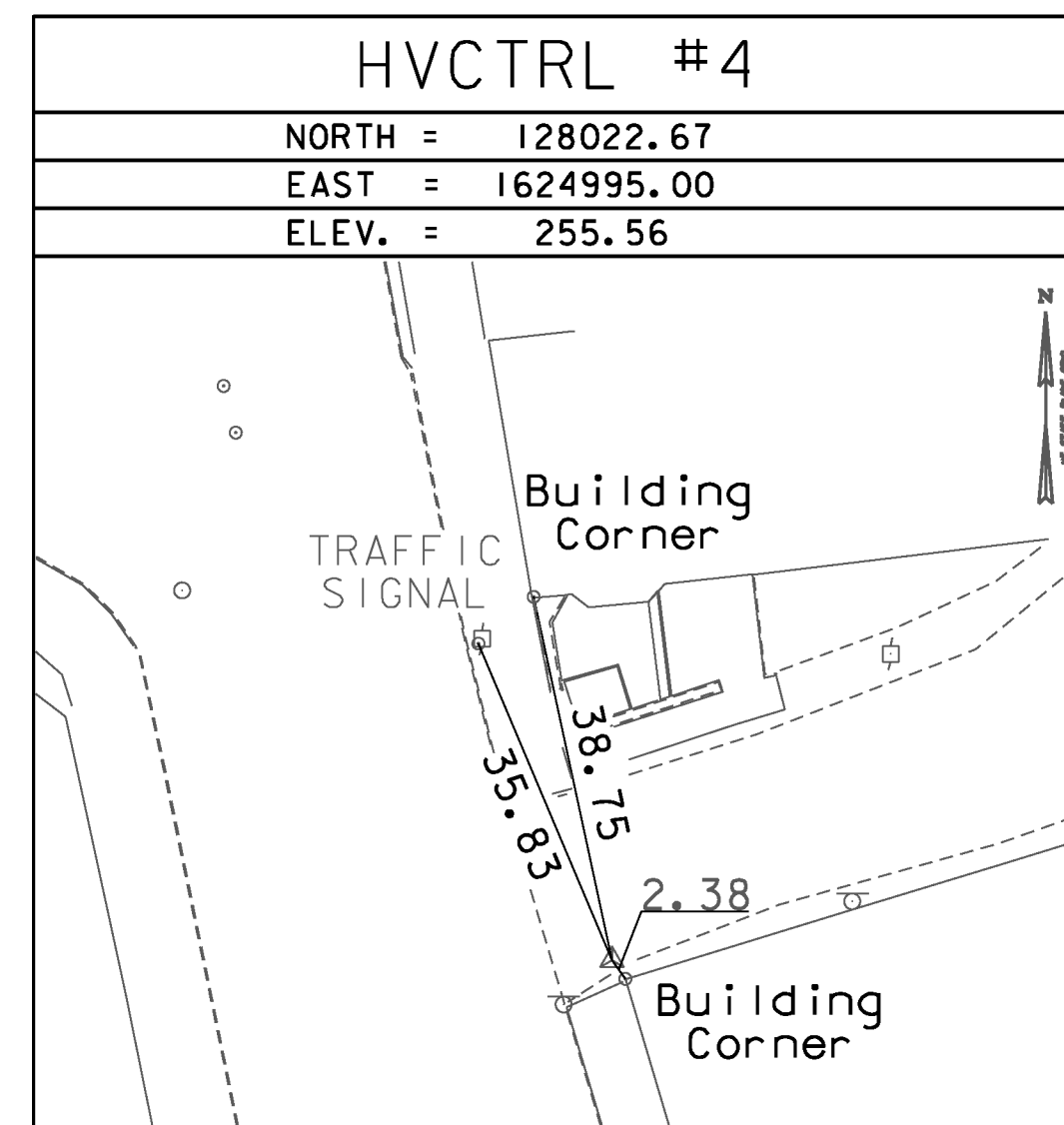
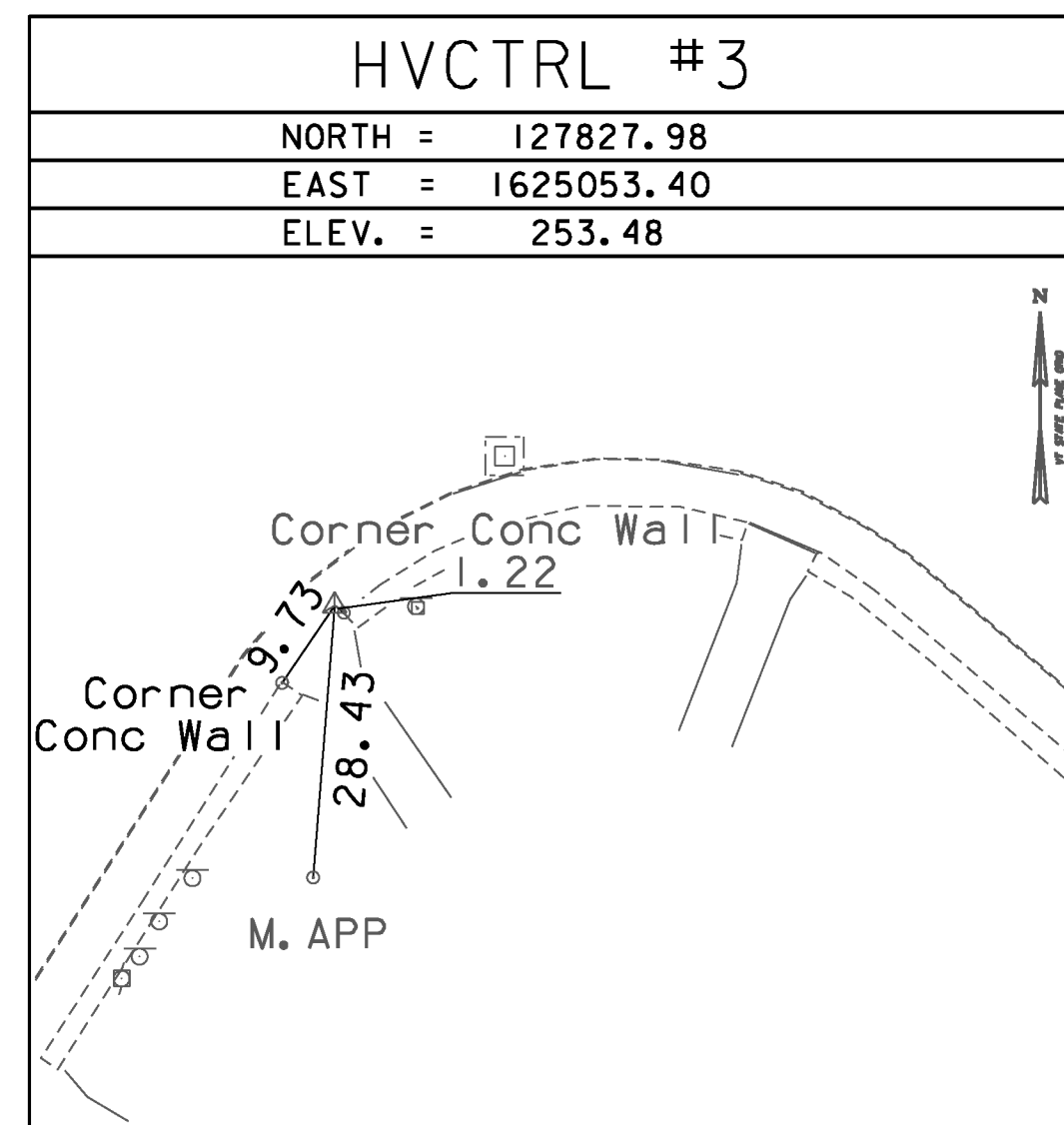
HVCTRL #1
 NORMS MARINA
 NORTH = 127076.872
 EAST = 1627293.409
 ELEV. = 328.083

HINSDALE, NEW HAMPSHIRE. TO REACH FROM THE JUNCTION OF VT ROUTE 9 AND VT ROUTE 119 IN BRATTLEBORO, VT PROCEED EASTERLY ALONG VT ROUTE 119 CROSSING OVER THE CONNECTICUT RIVER FOR 0.5 MI. (0.8 KM) TURN RIGHT AT NORMS MARINA AND PROCEED SOUTHERLY, TO THE RIGHT OF AN AUTO BODY SHOP AND ALONG THE CONNECTICUT RIVER TO THE MARK ON THE RIGHT. THE MARK IS SET IN THE TOP OF THE NORTHWEST CORNER OF A 4 FT (1.2 M) X 4 FT (1.2 M) X 4 FT (1.2 M) CONCRETE MASS FOR BOAT DOCKS. IT IS THE SECOND CONCRETE PAD SOUTH OF A PAVED BOAT LAUNCH. IT IS LOCATED 42 FT (12.8 M) SOUTH OF A 18 INCH MAPLE AND 33 FT (10.1 M) NORTHWEST OF A 12 INCH WHITE BIRCH.

HVCTRL #2
 RIVER VIEW
 NORTH = 128146.942
 EAST = 1625392.806
 ELEV. = 239.570

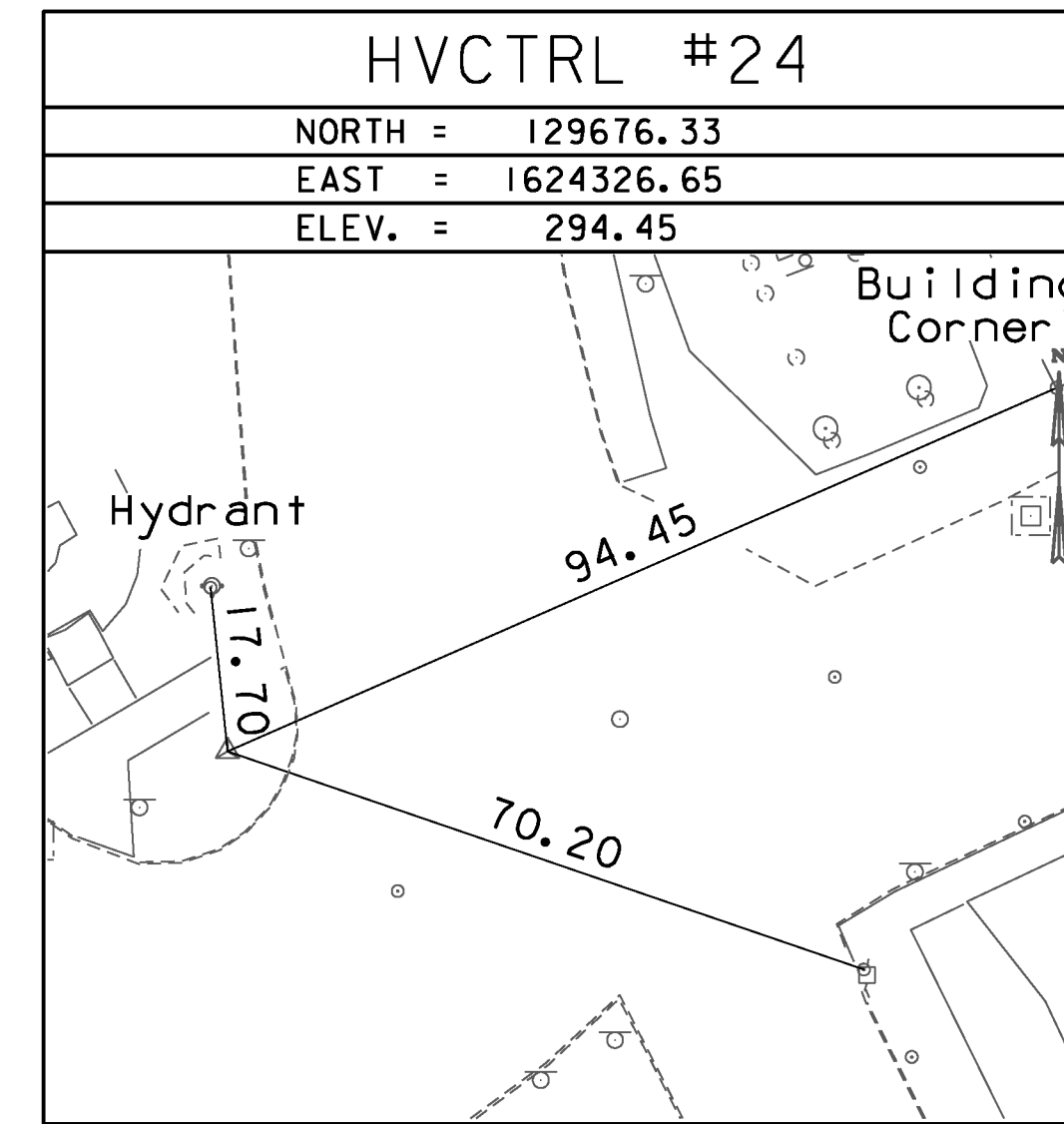
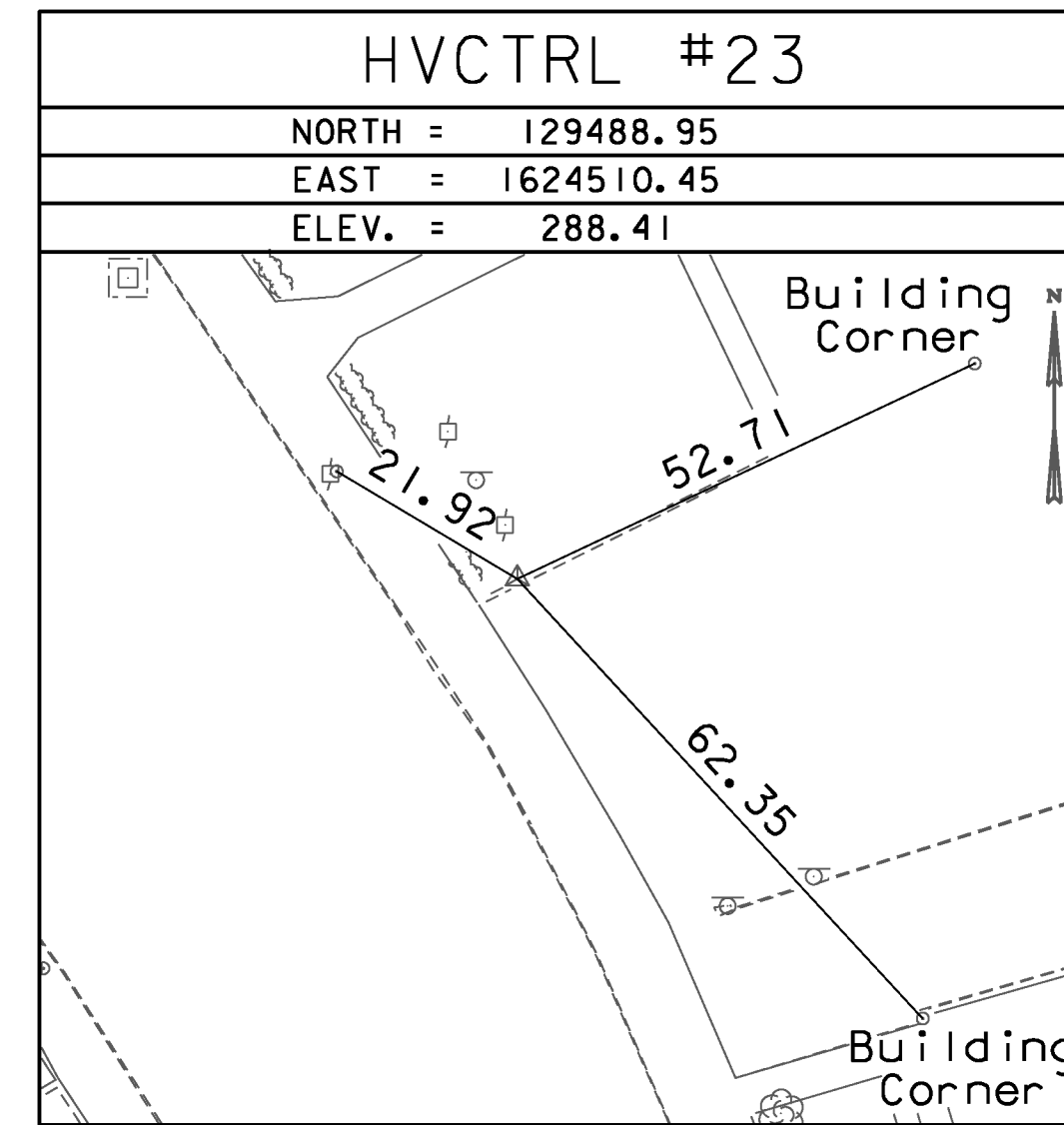
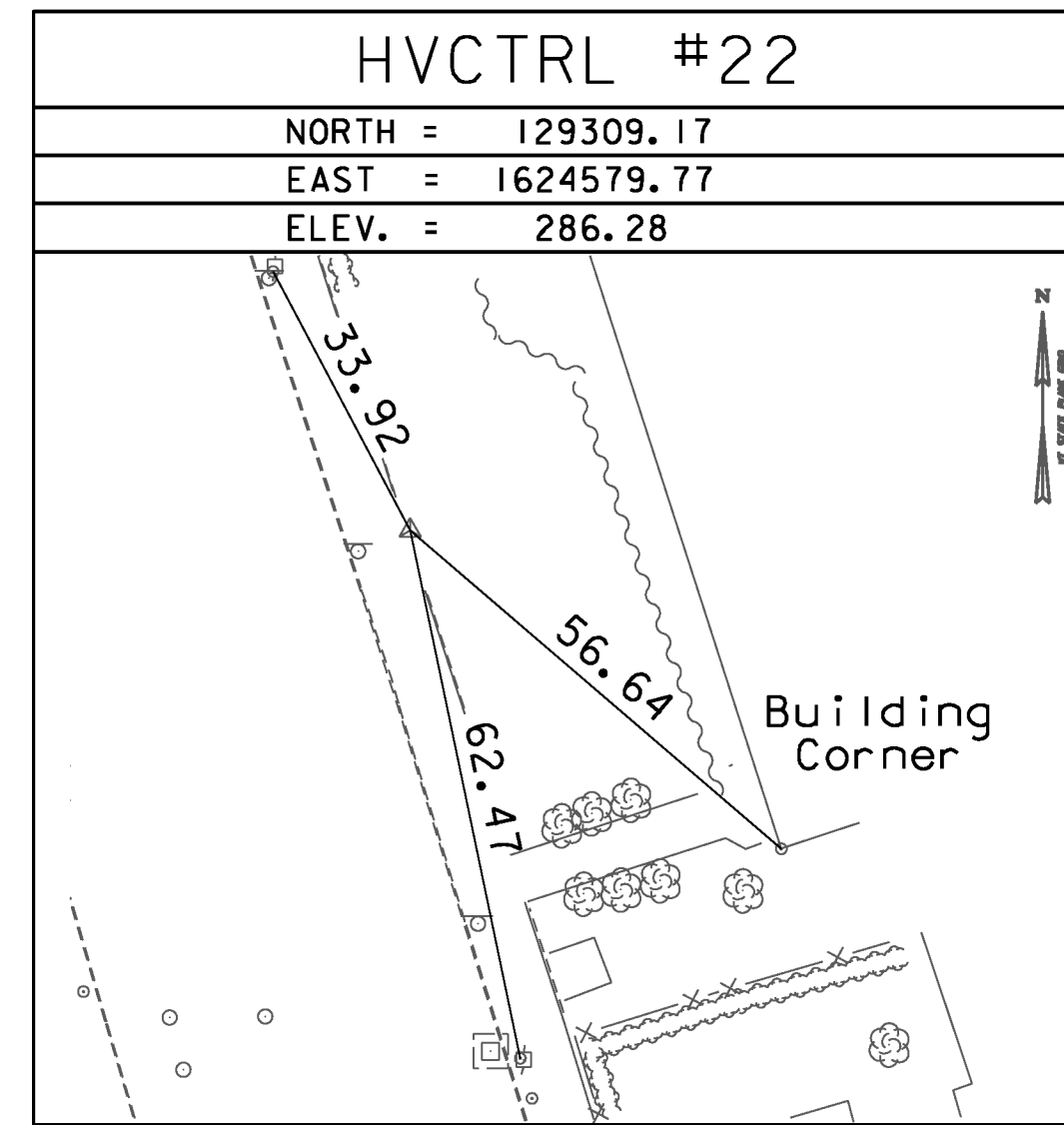
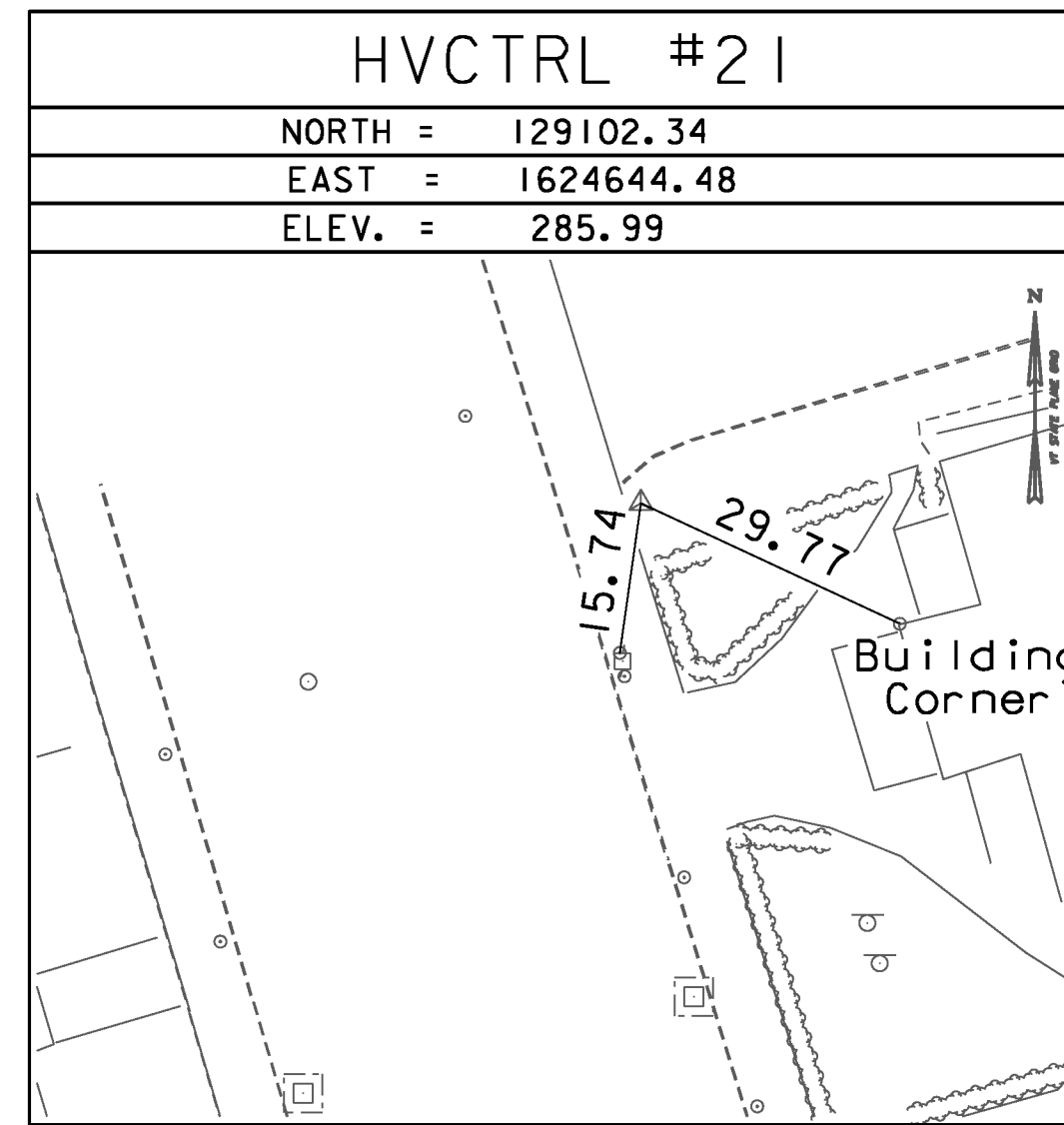
BRATTLEBORO, VT. TO REACH FROM THE JUNCTION OF VT ROUTE 9 AND VT ROUTE 119 IN BRATTLEBORO PROCEED EASTERLY ALONG VT ROUTE 119 FOR 0.10 MI (0.16 KM) TO A BRIDGE OVER THE CONNECTICUT RIVER AND THE MARK ON THE LEFT. THE MARK IS SET ON THE NORTH SIDE OF THE WESTERLY ABUTMENT BEFORE THE WOODEN WALK. IT IS 14.4 FT (4.4 M) NNW OF THE CENTERLINE OF VT ROUTE 119, 14.4 FT (4.4 M) ENE OF POLE 172 AND 8.4 FT (2.6 M) SSE OF THE SOUTHEAST CORNER OF A BUILDING (RIVERVIEW RESTAURANT).

TRAVERSE TIES



* Main Traverse Completed 6/12/96 by R.Gilman P.C. & T.Companion File was surveyed in Metric & then converted to feet under the PMS 96d026

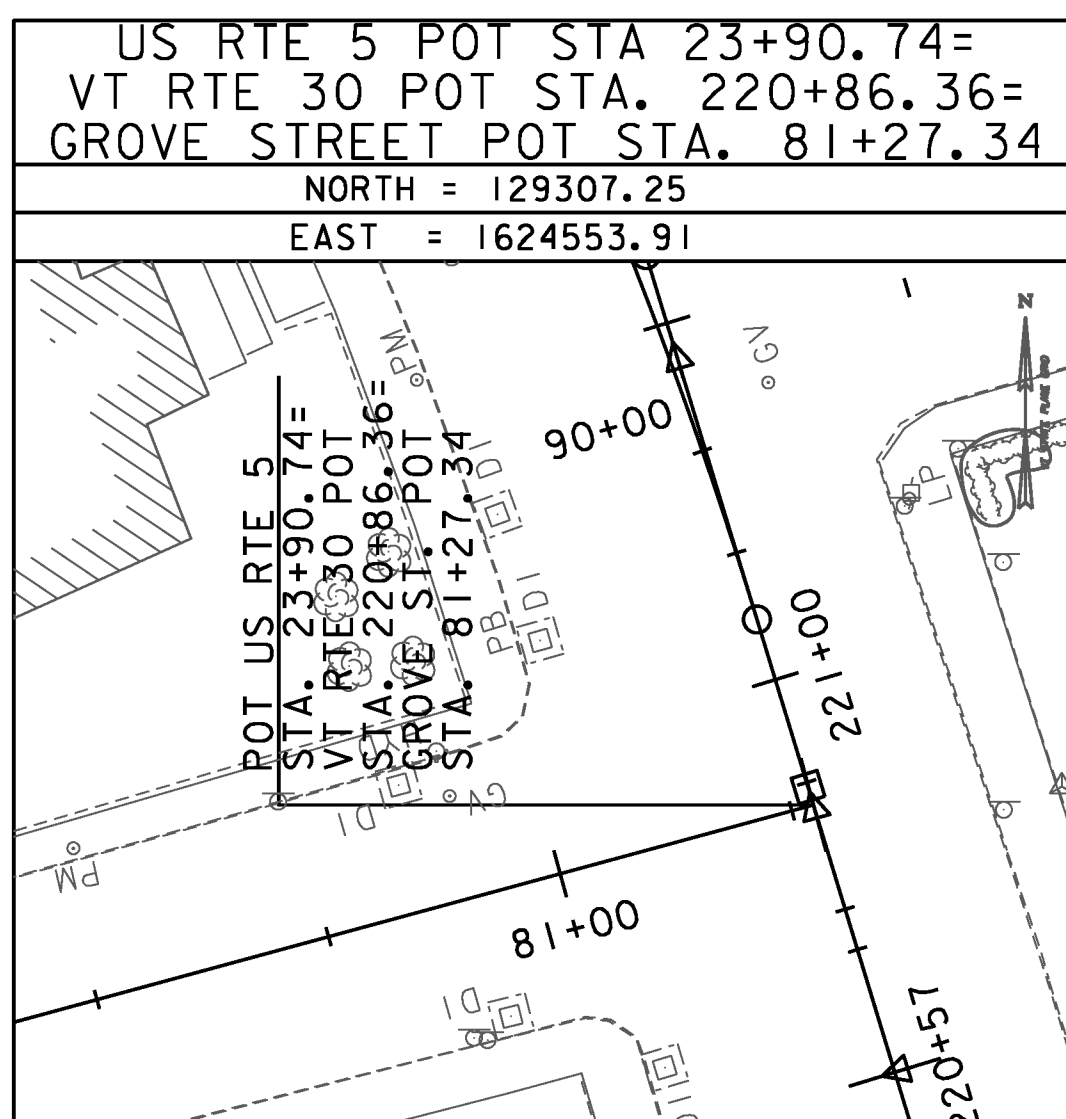
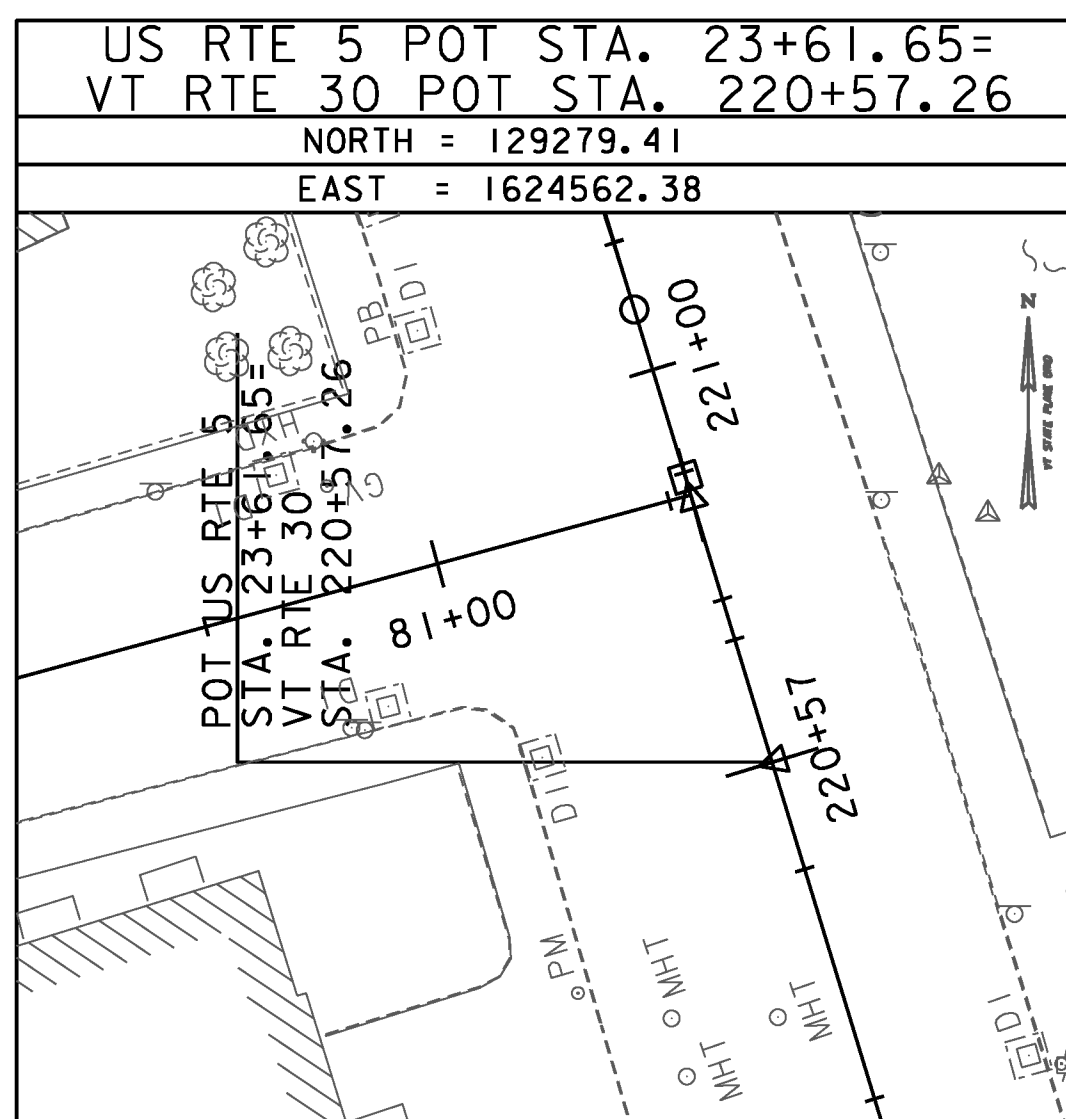
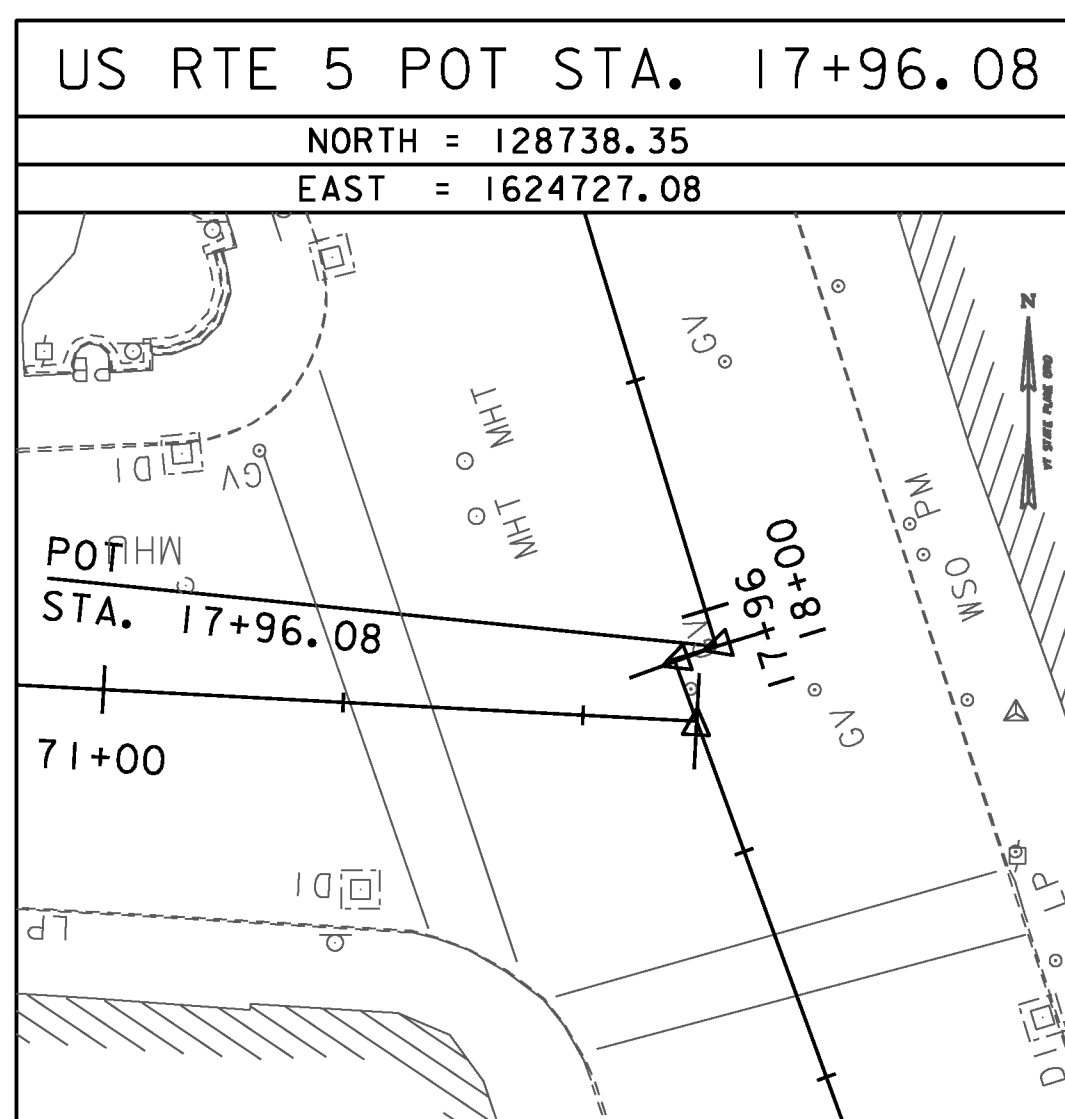
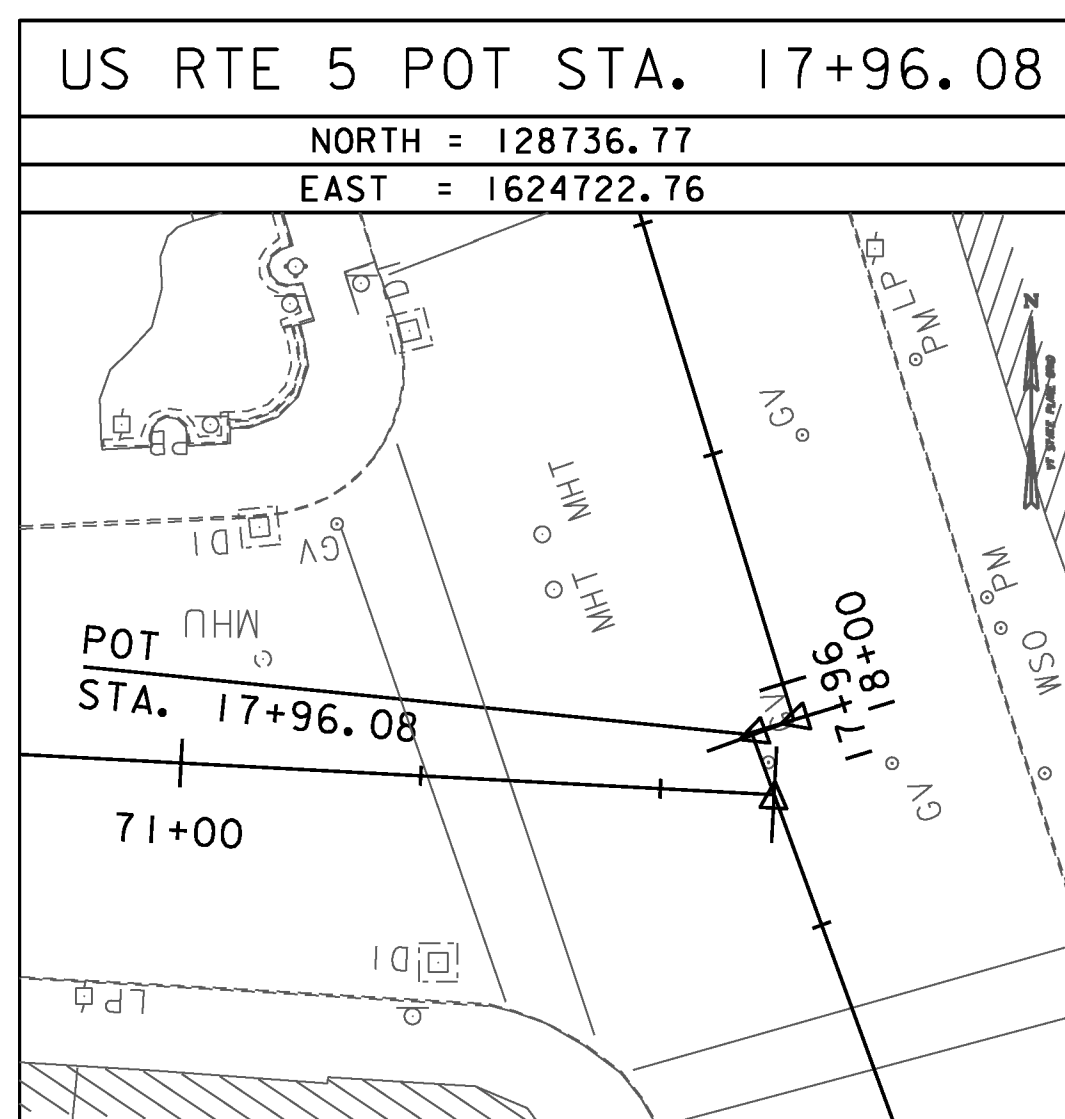
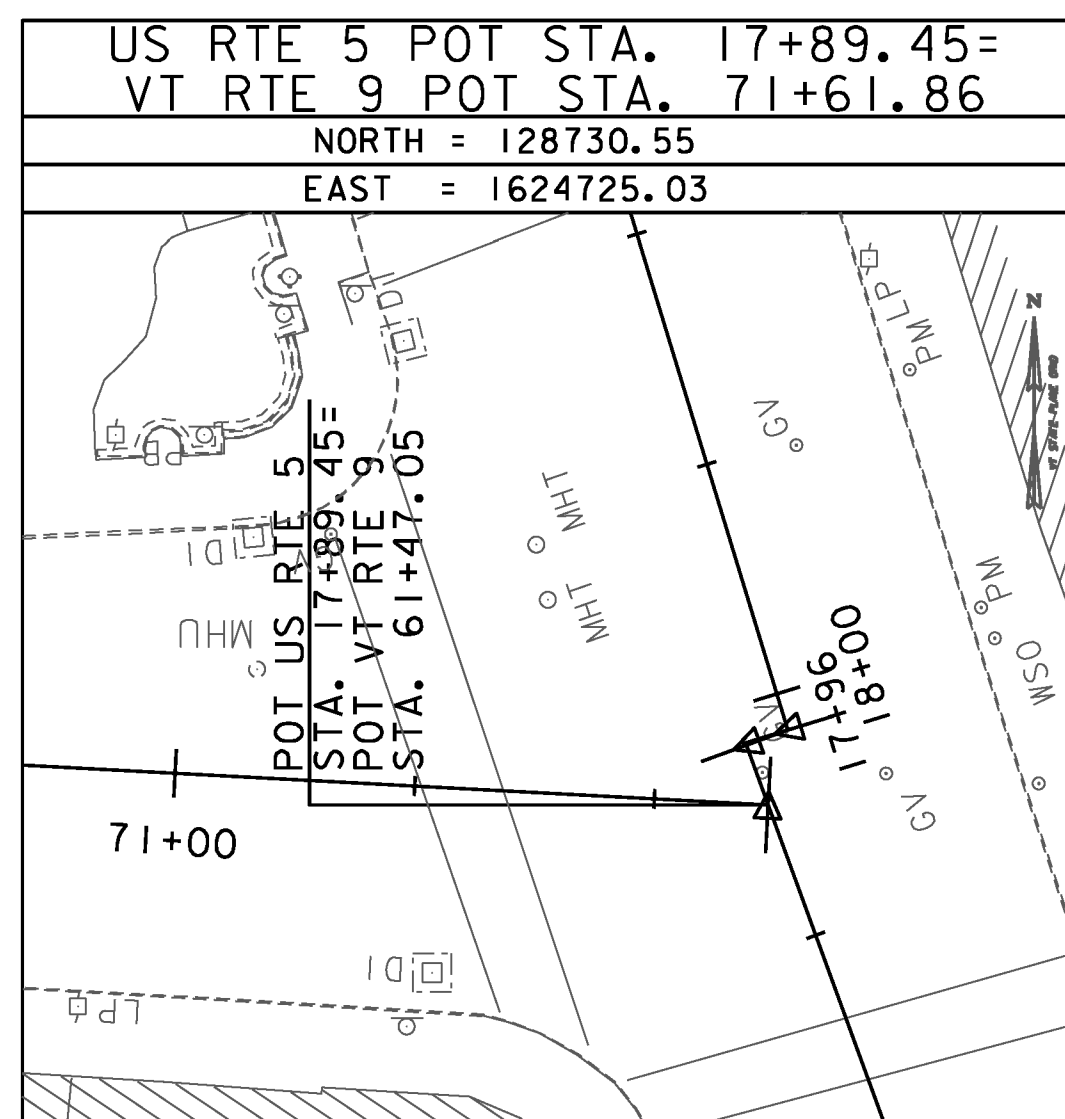
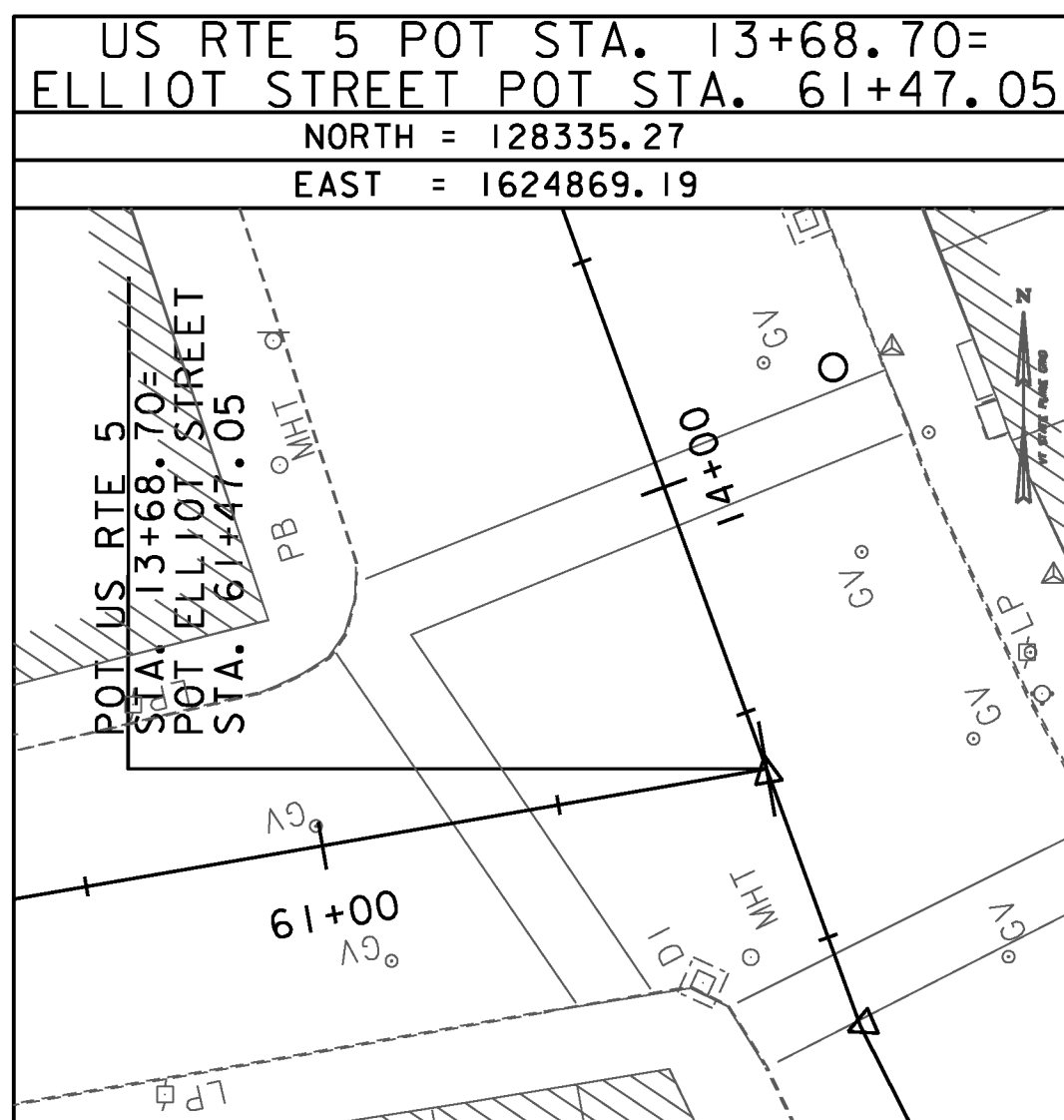
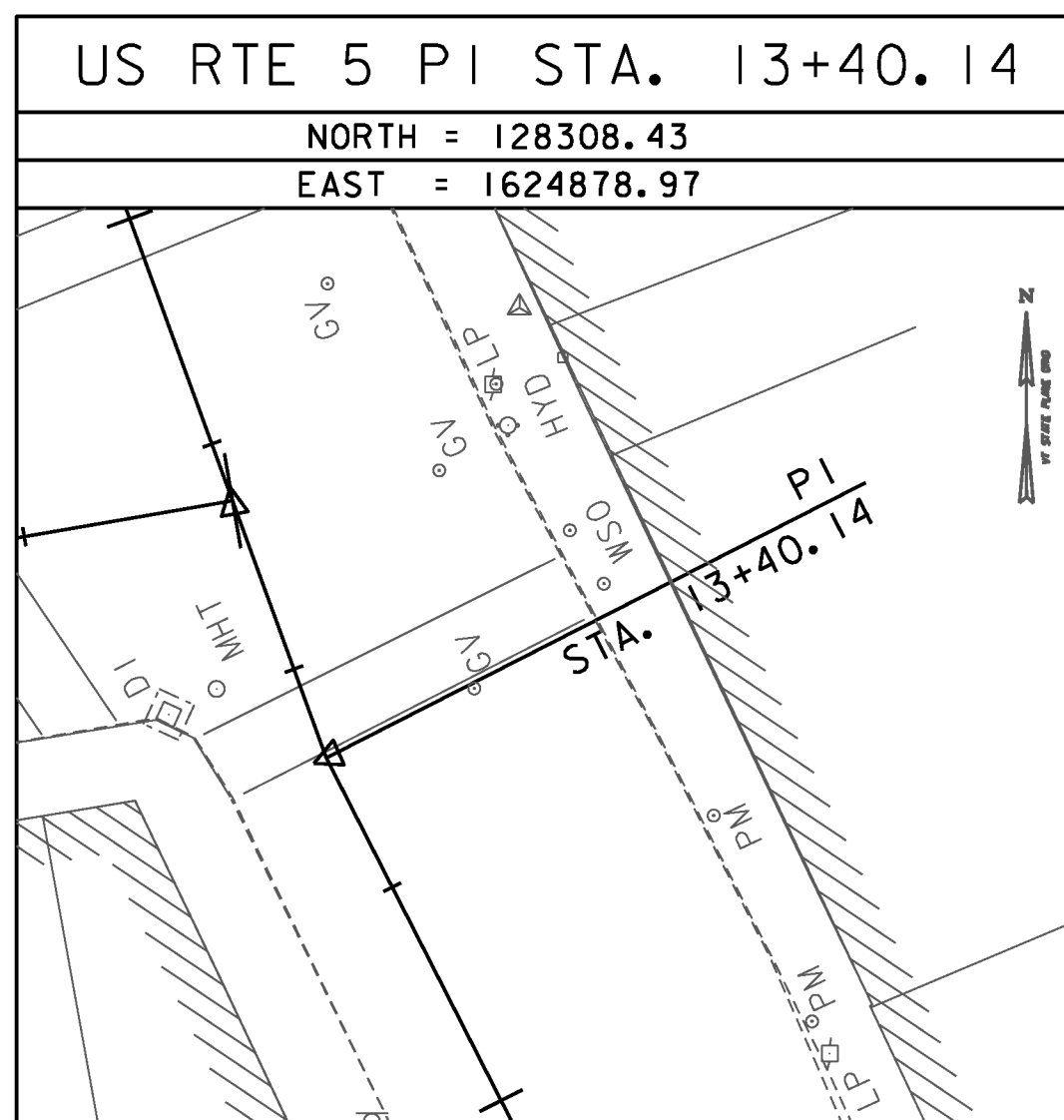
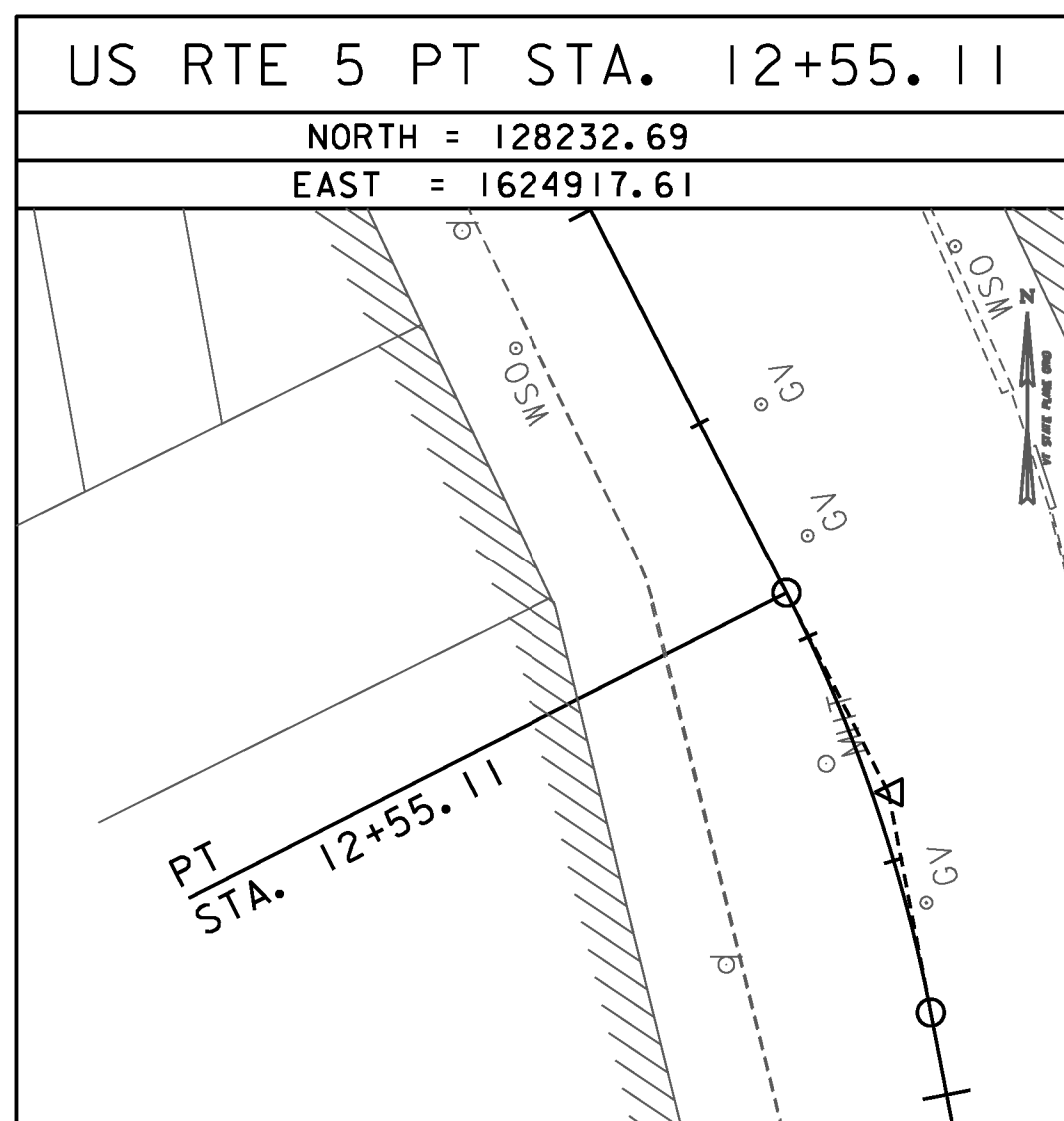
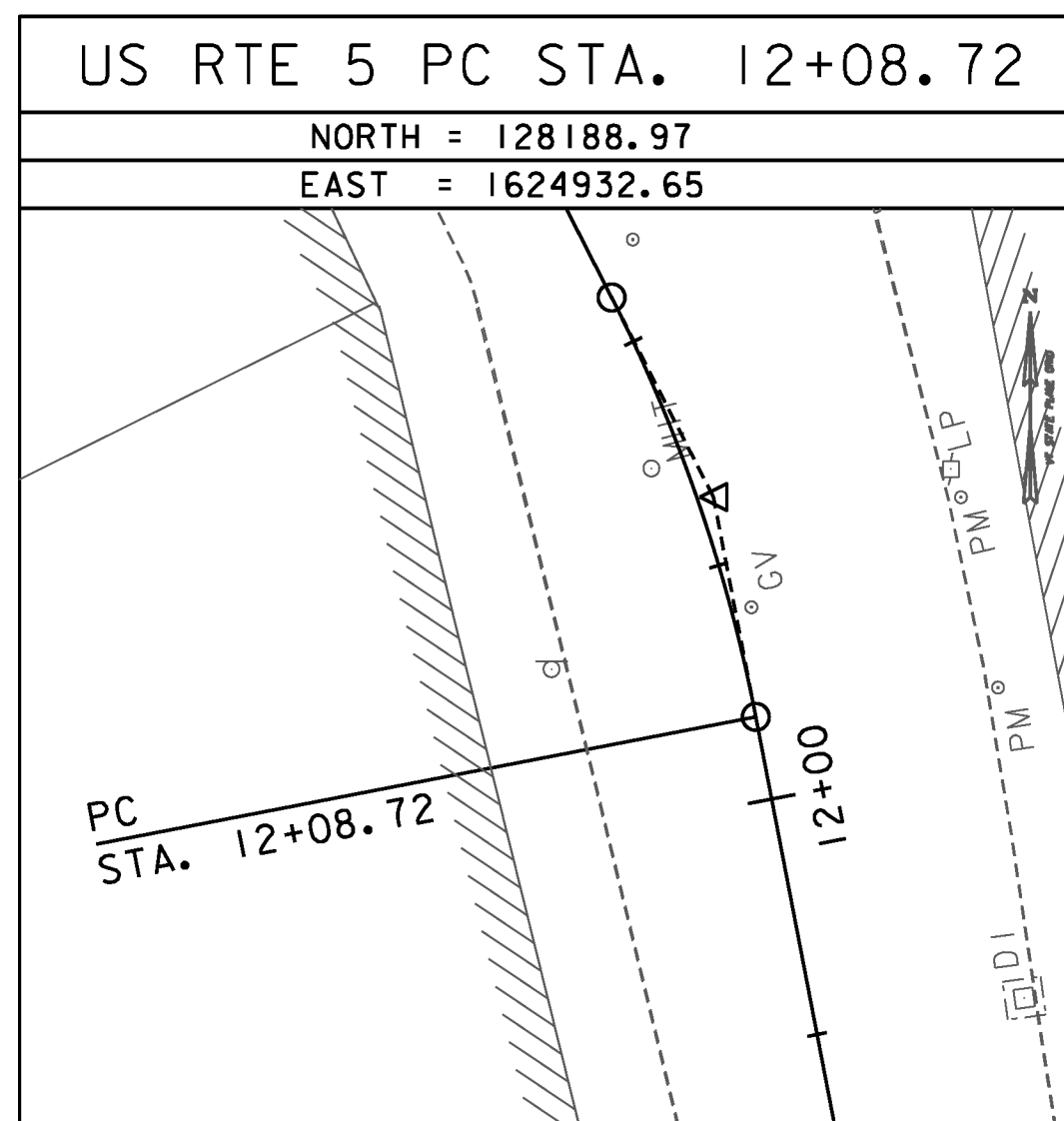
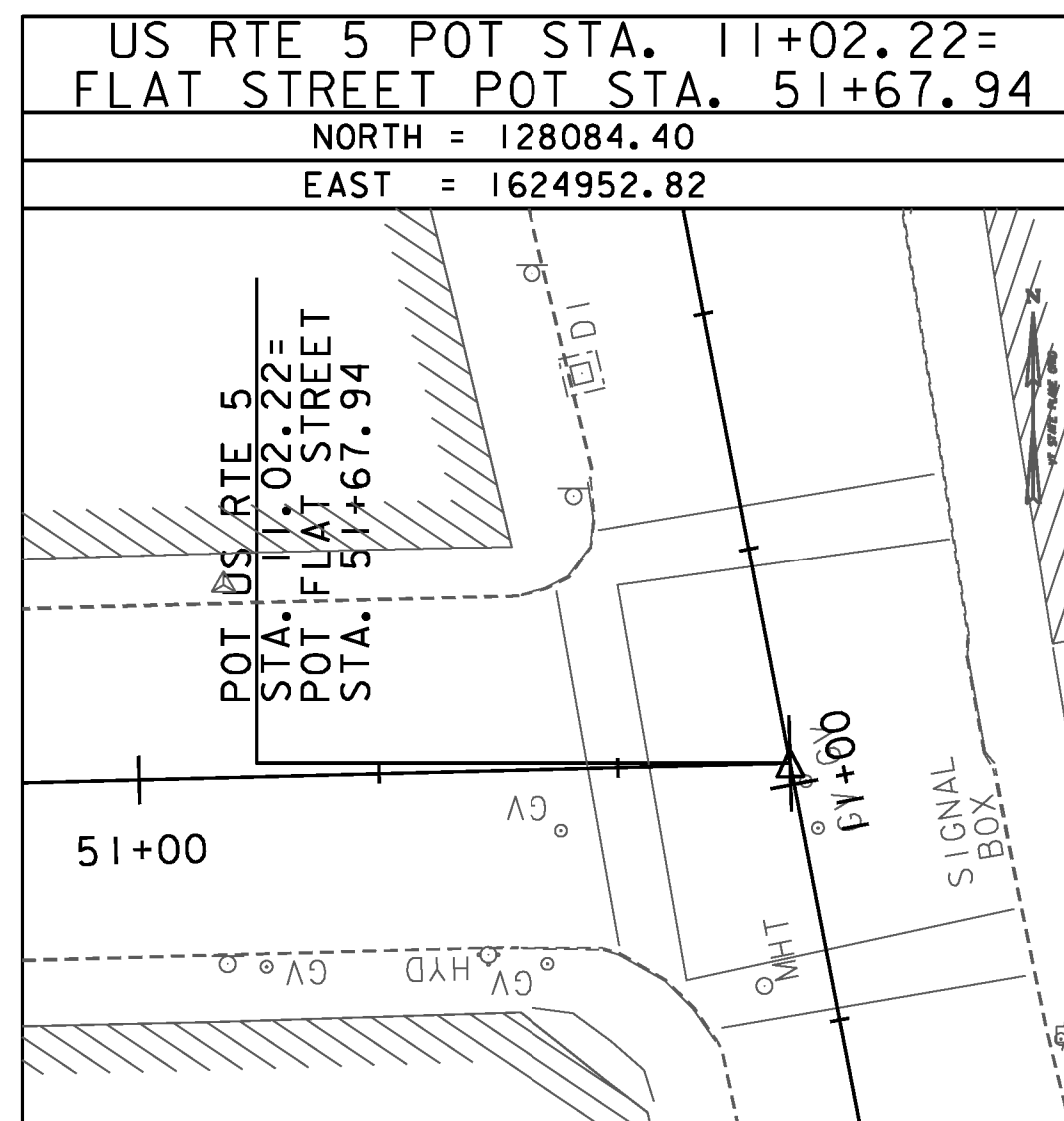
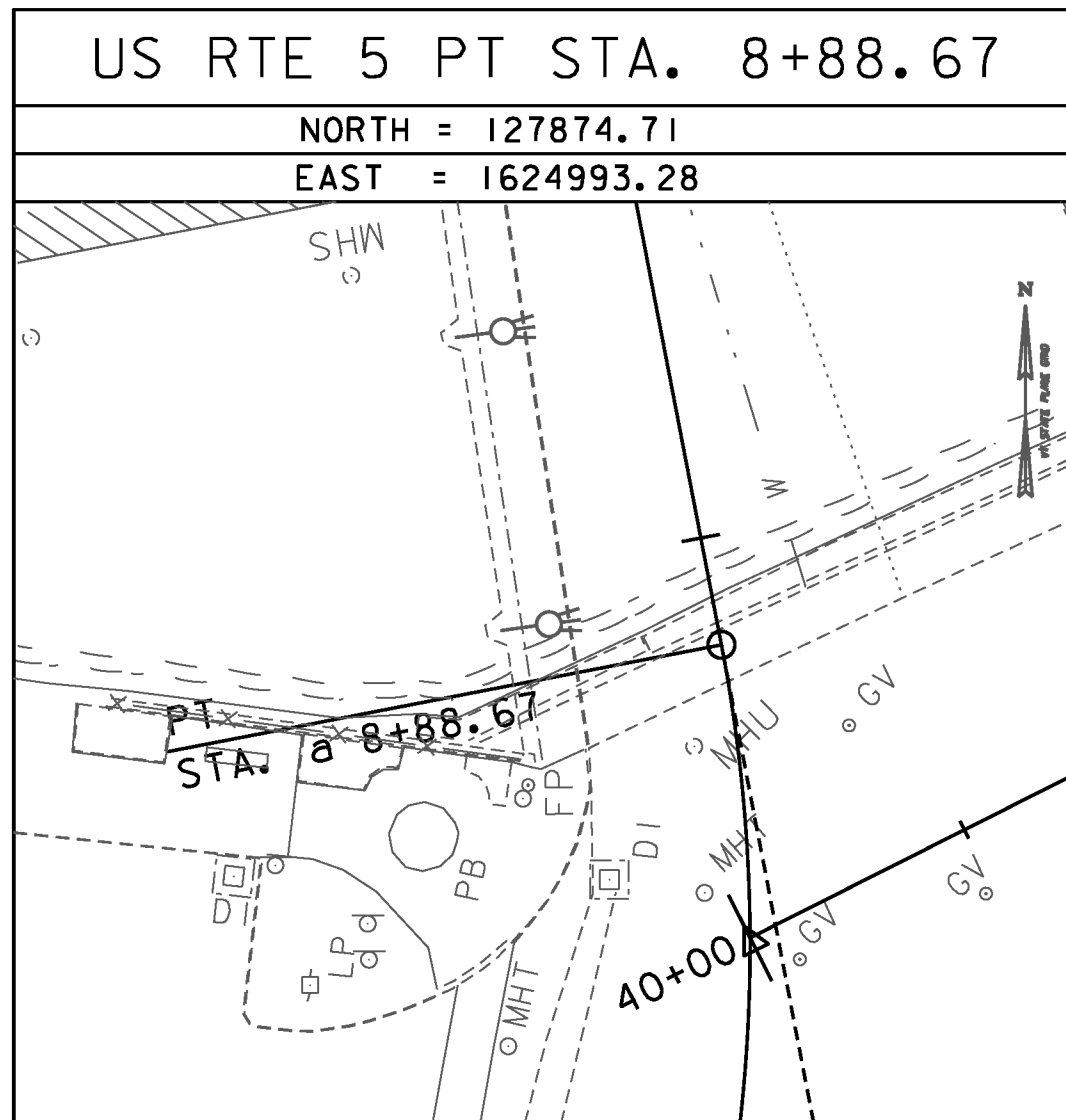
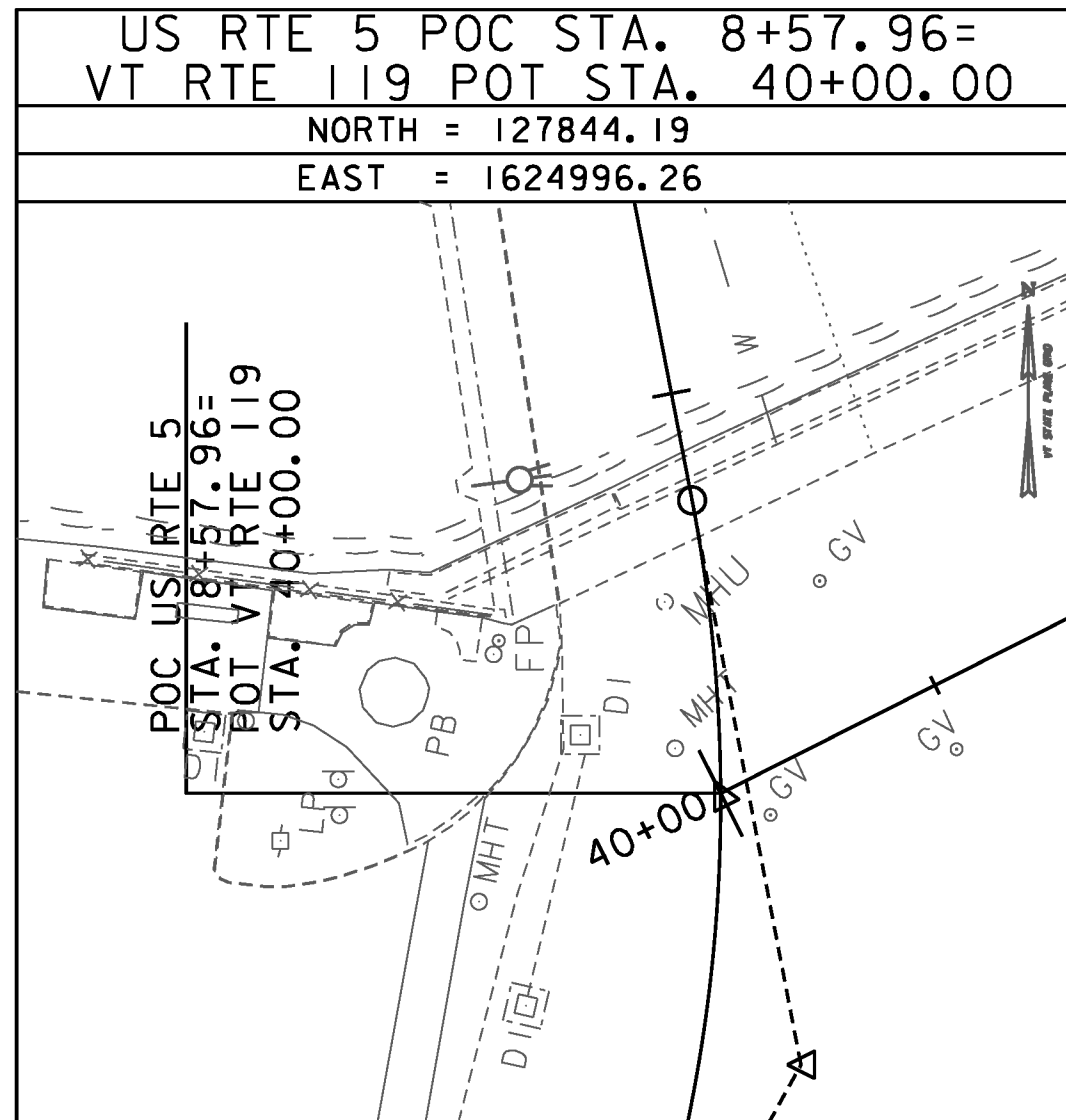
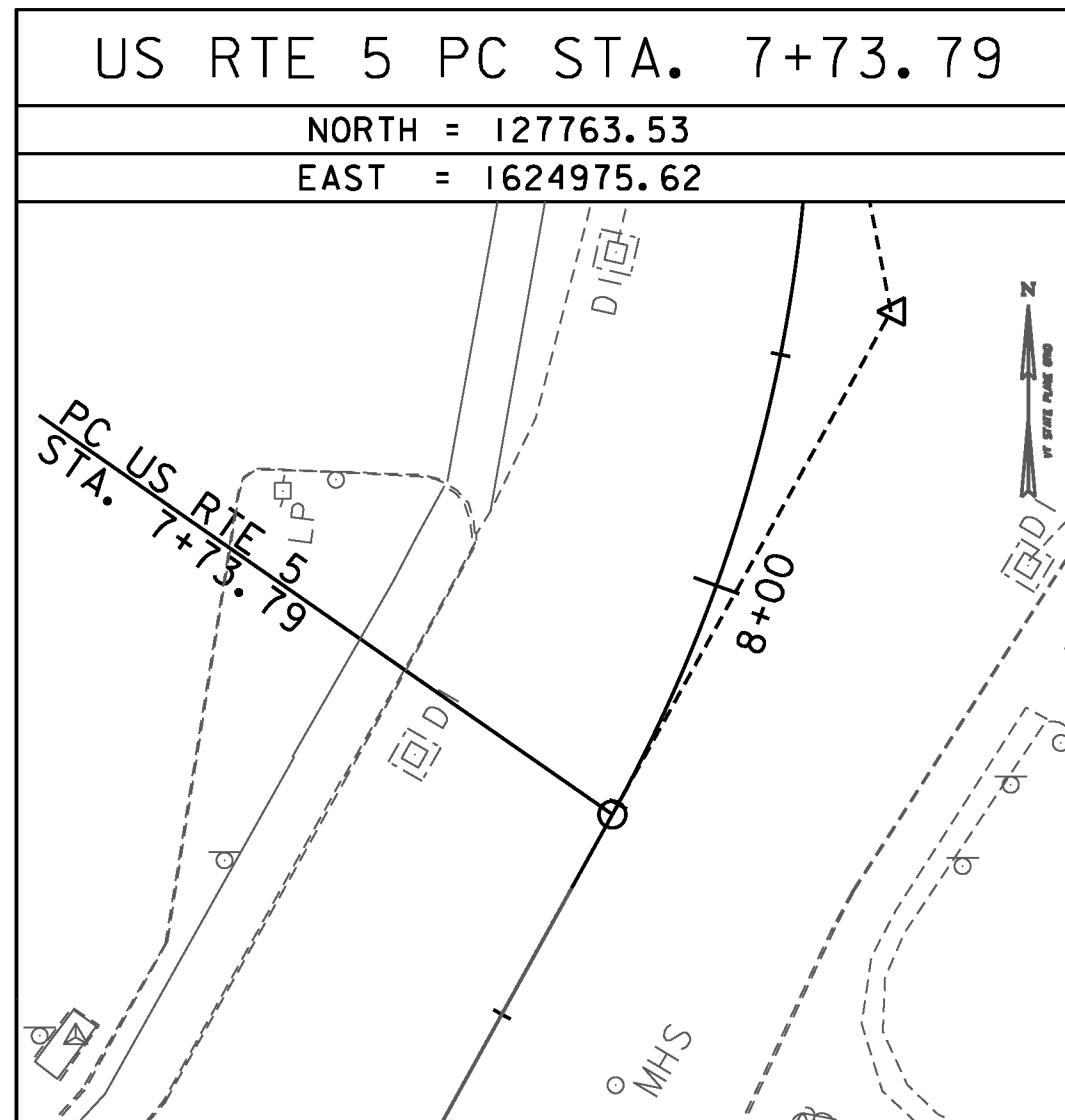
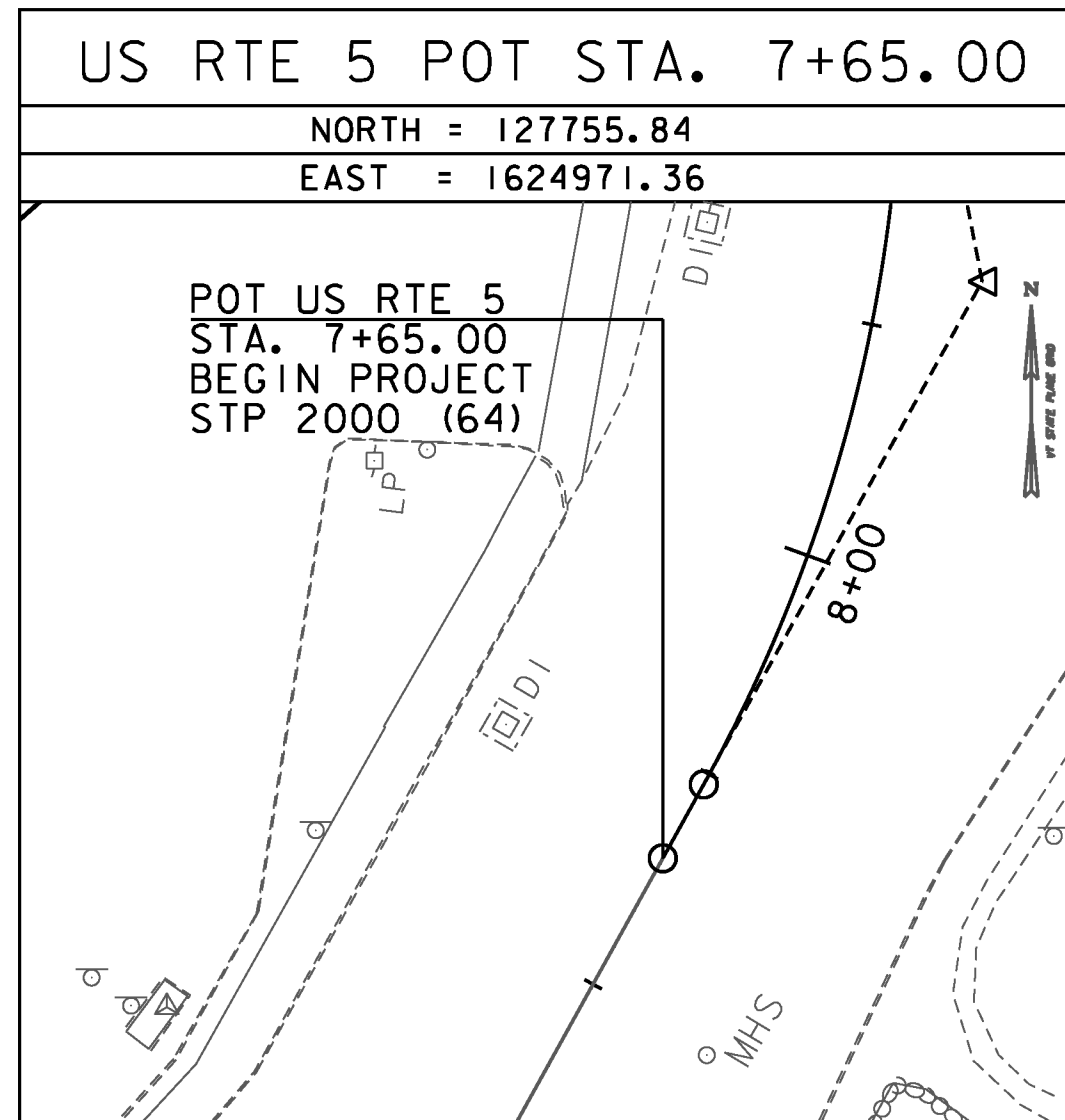
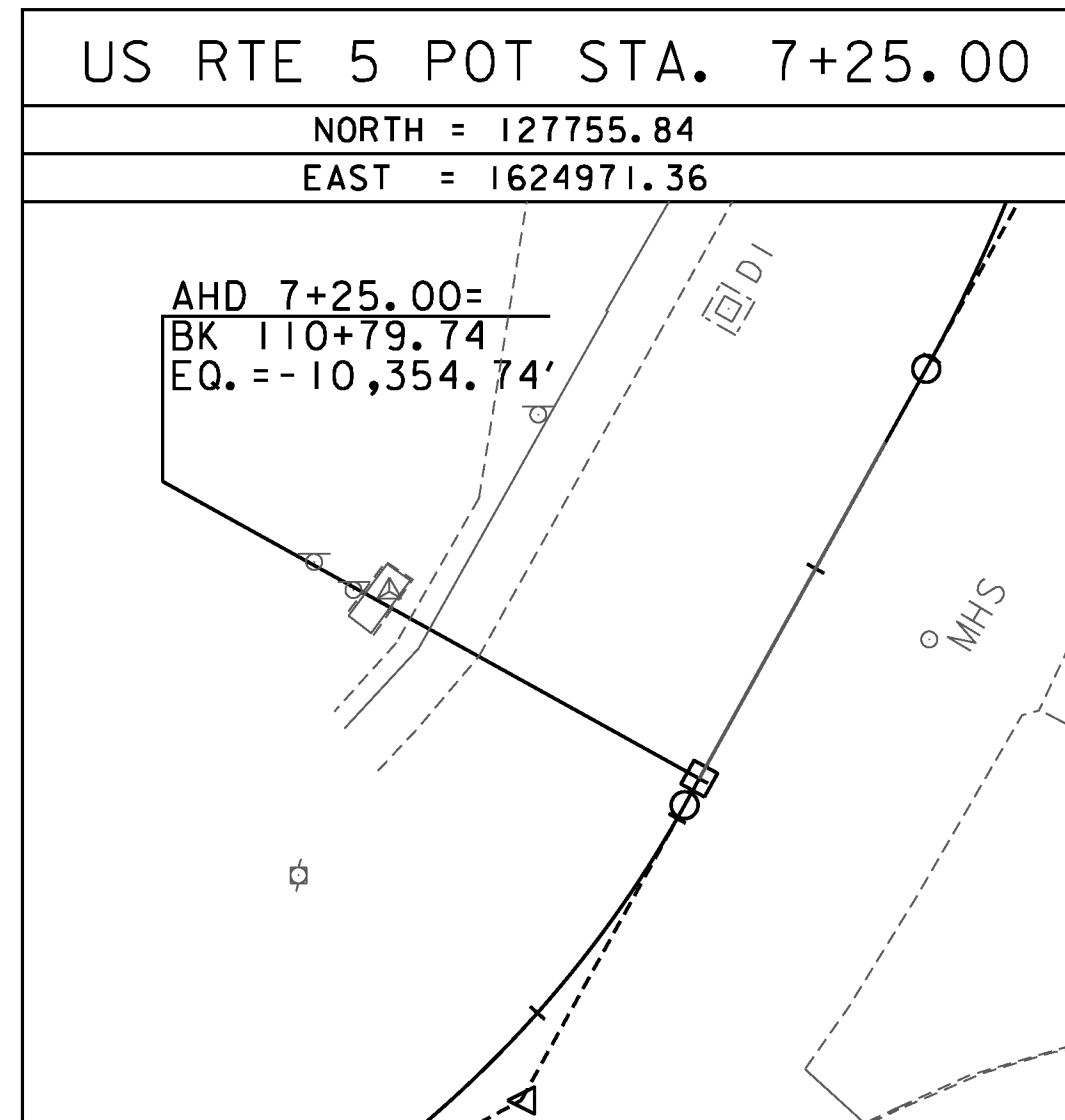
TRAVERSE TIES



DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (92)
ADJUSTMENT	Compass

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044+1.dgn	PLOT DATE: 3/16/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: R. BULLOCK
DESIGNED BY: VAOT	CHECKED BY: D. SPENCER
TIE SHEET 1	SHEET 93 OF 163

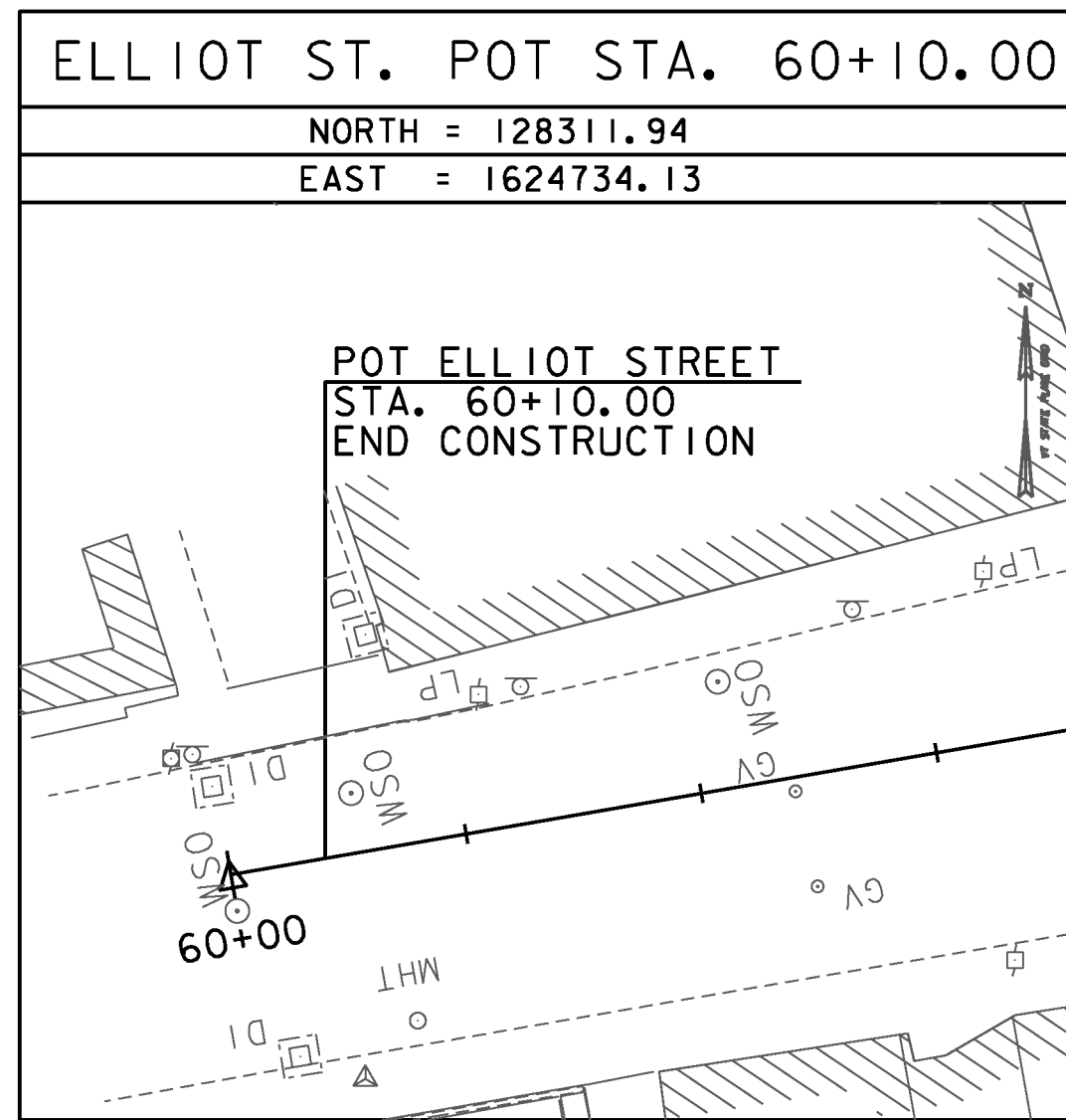
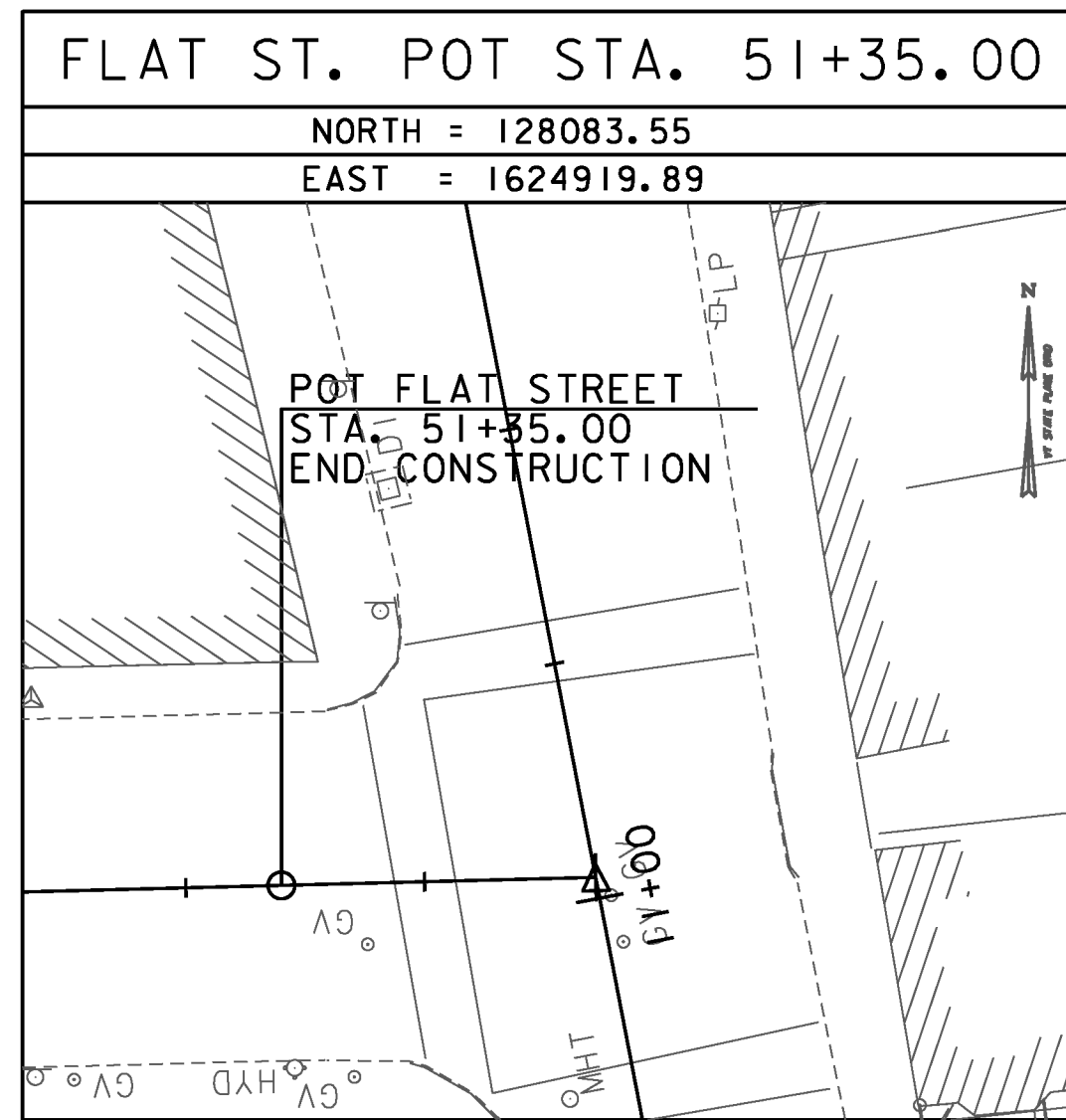
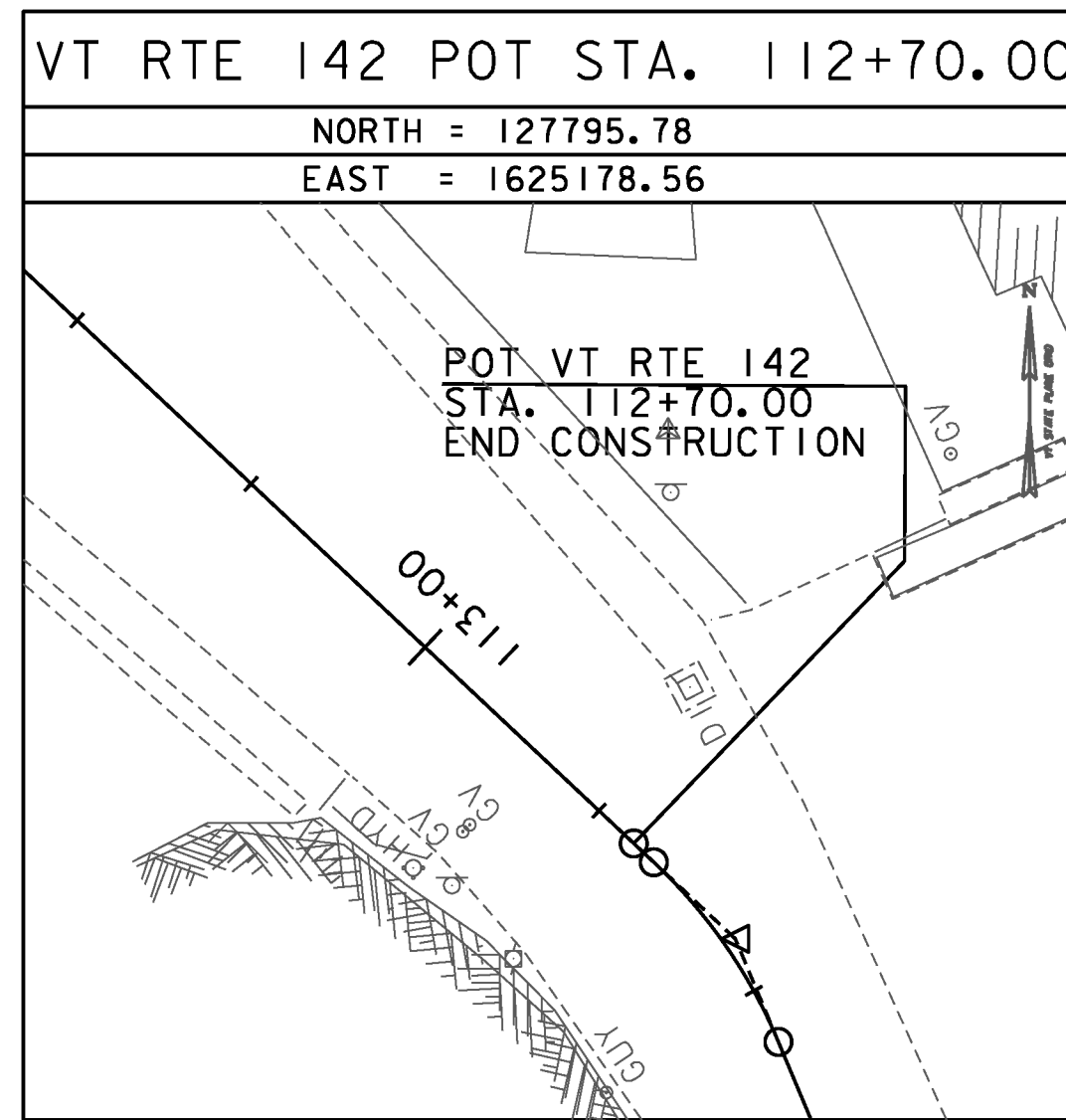
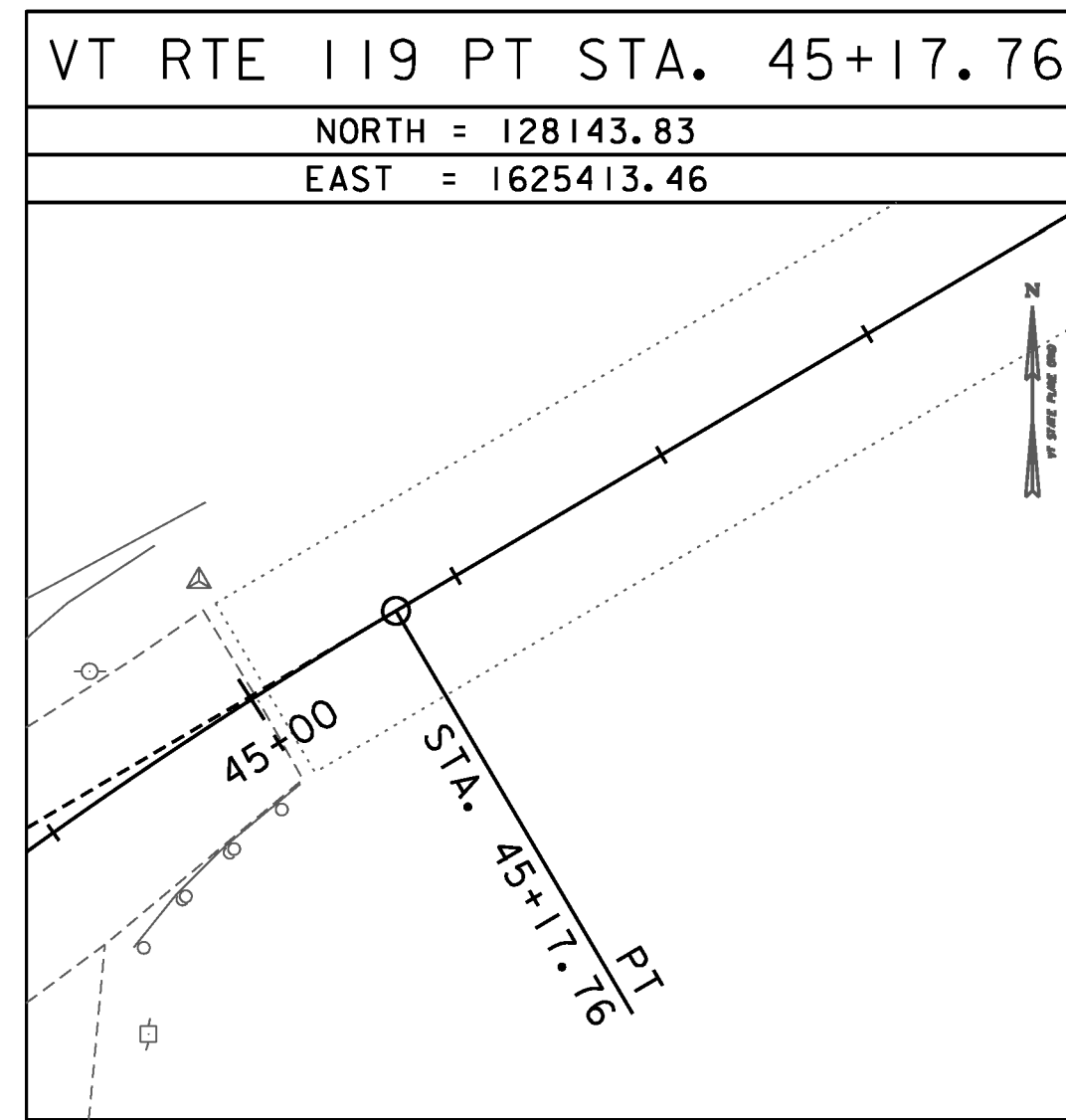
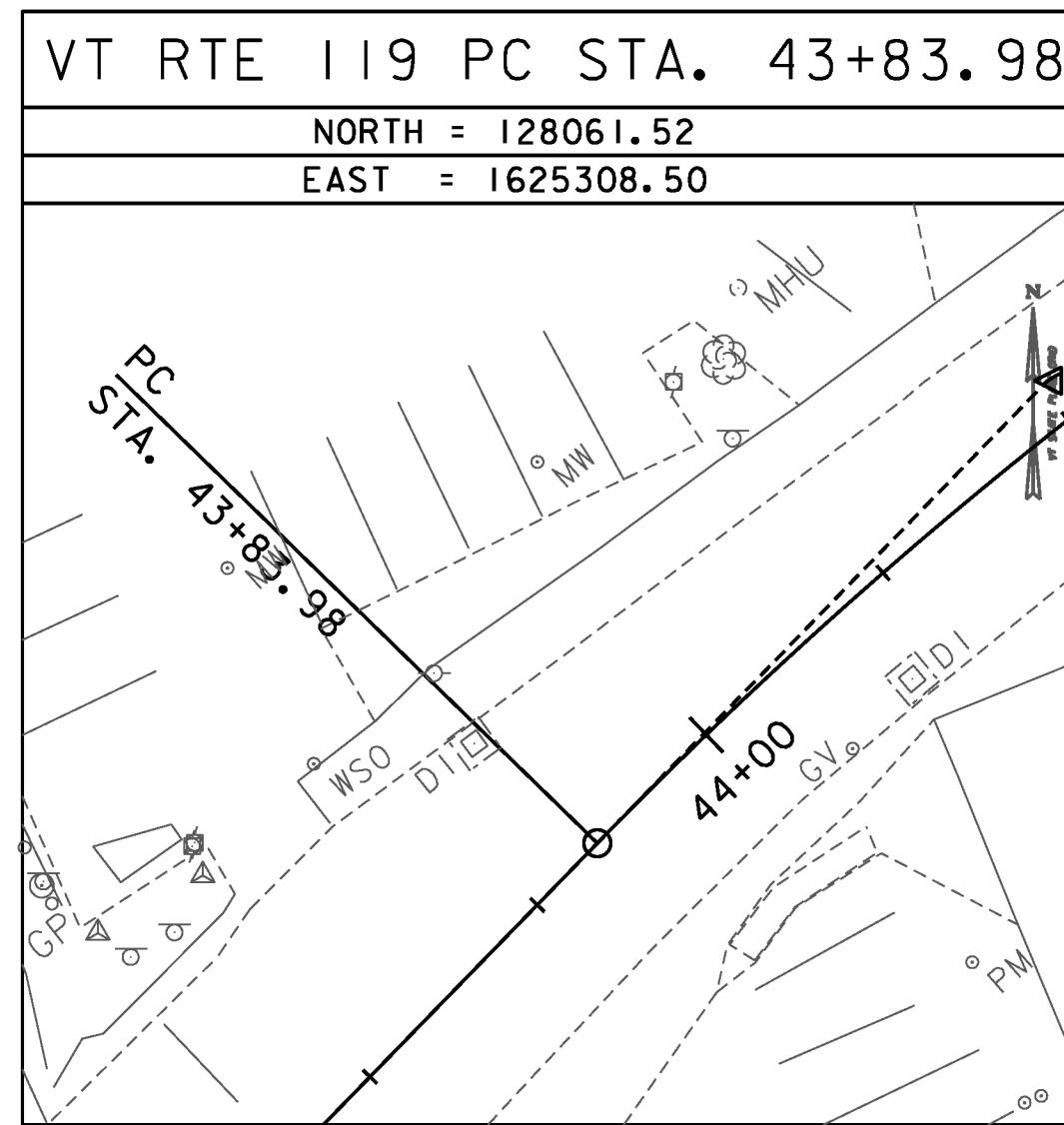
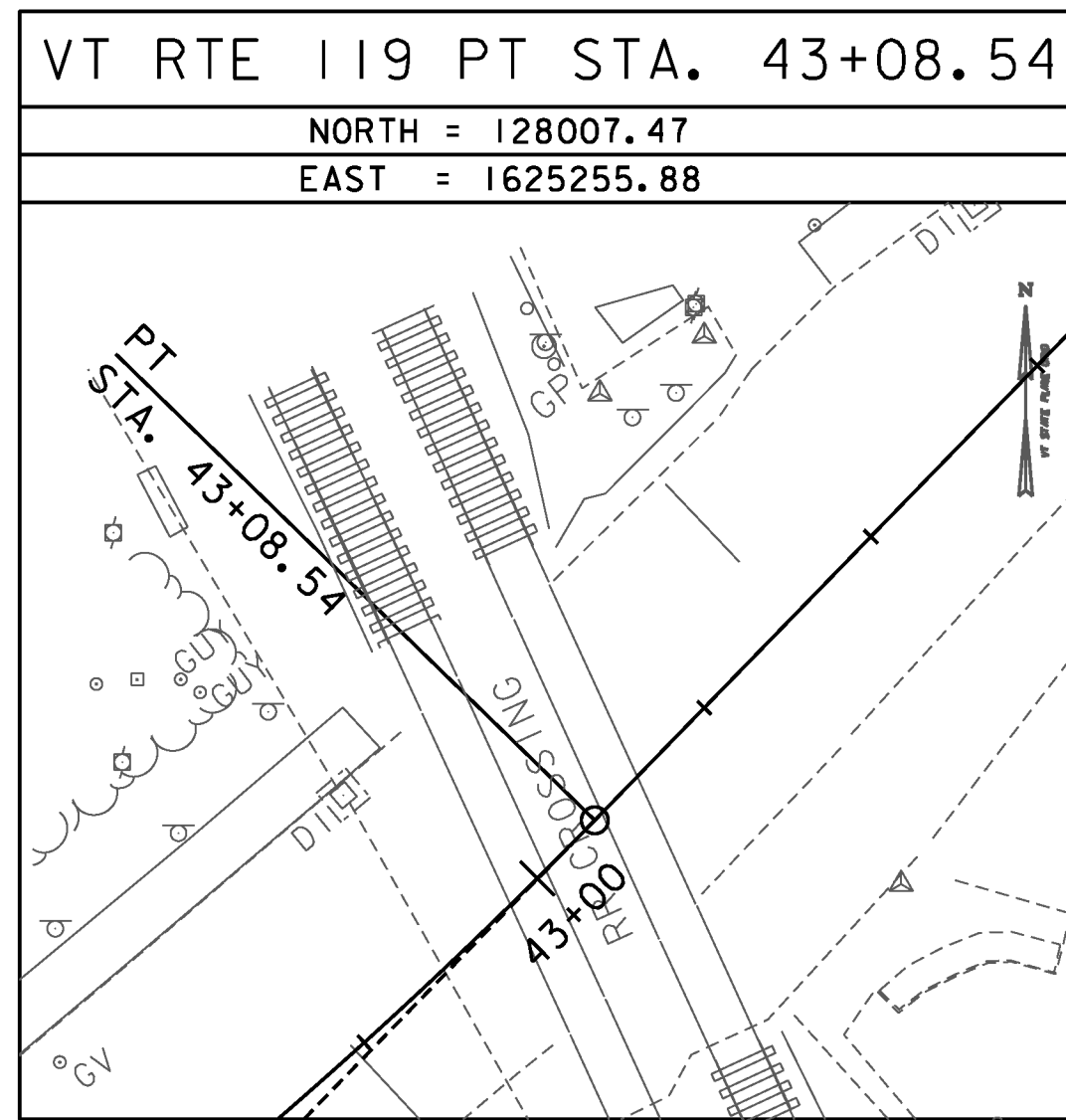
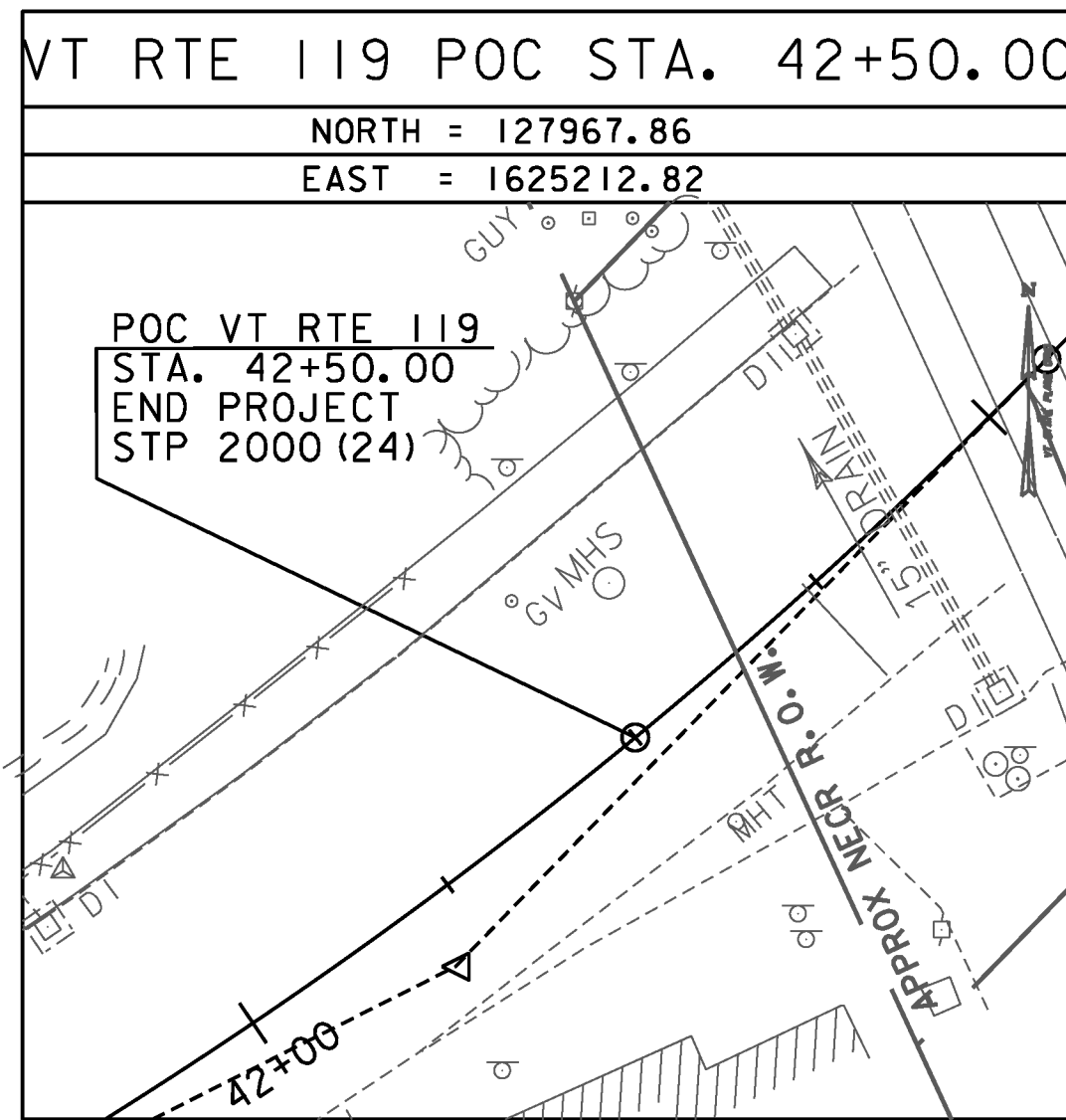
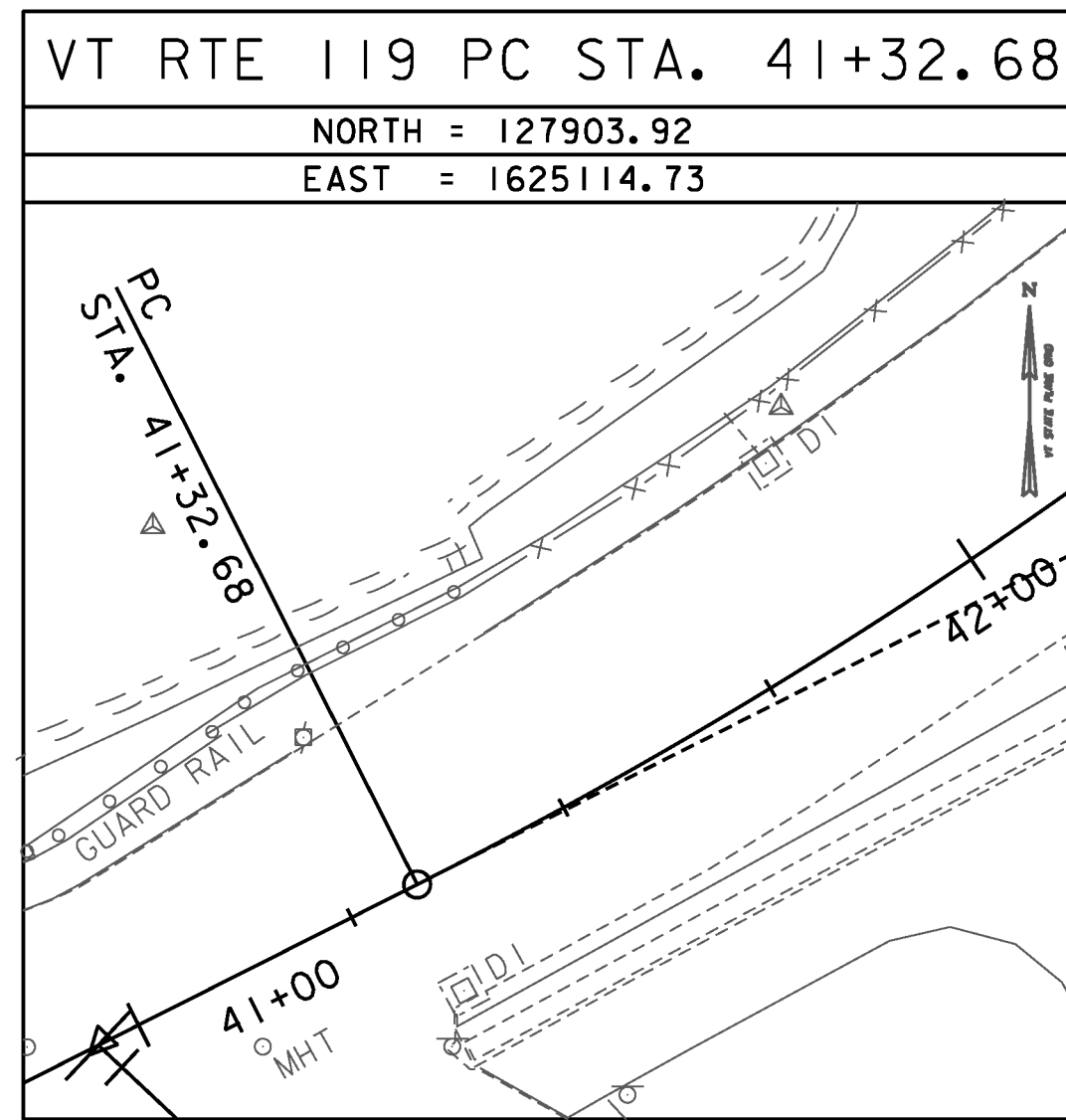
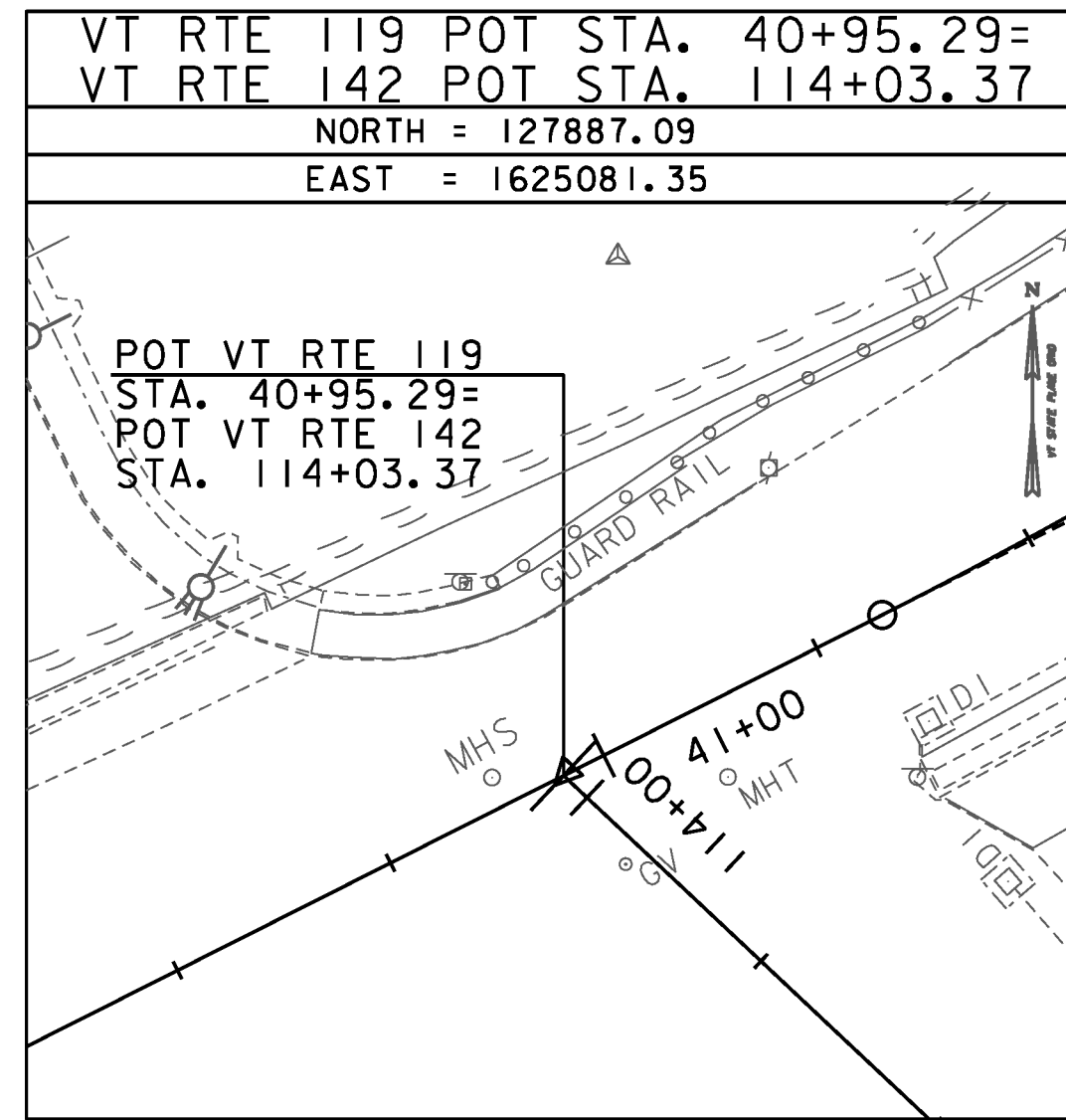
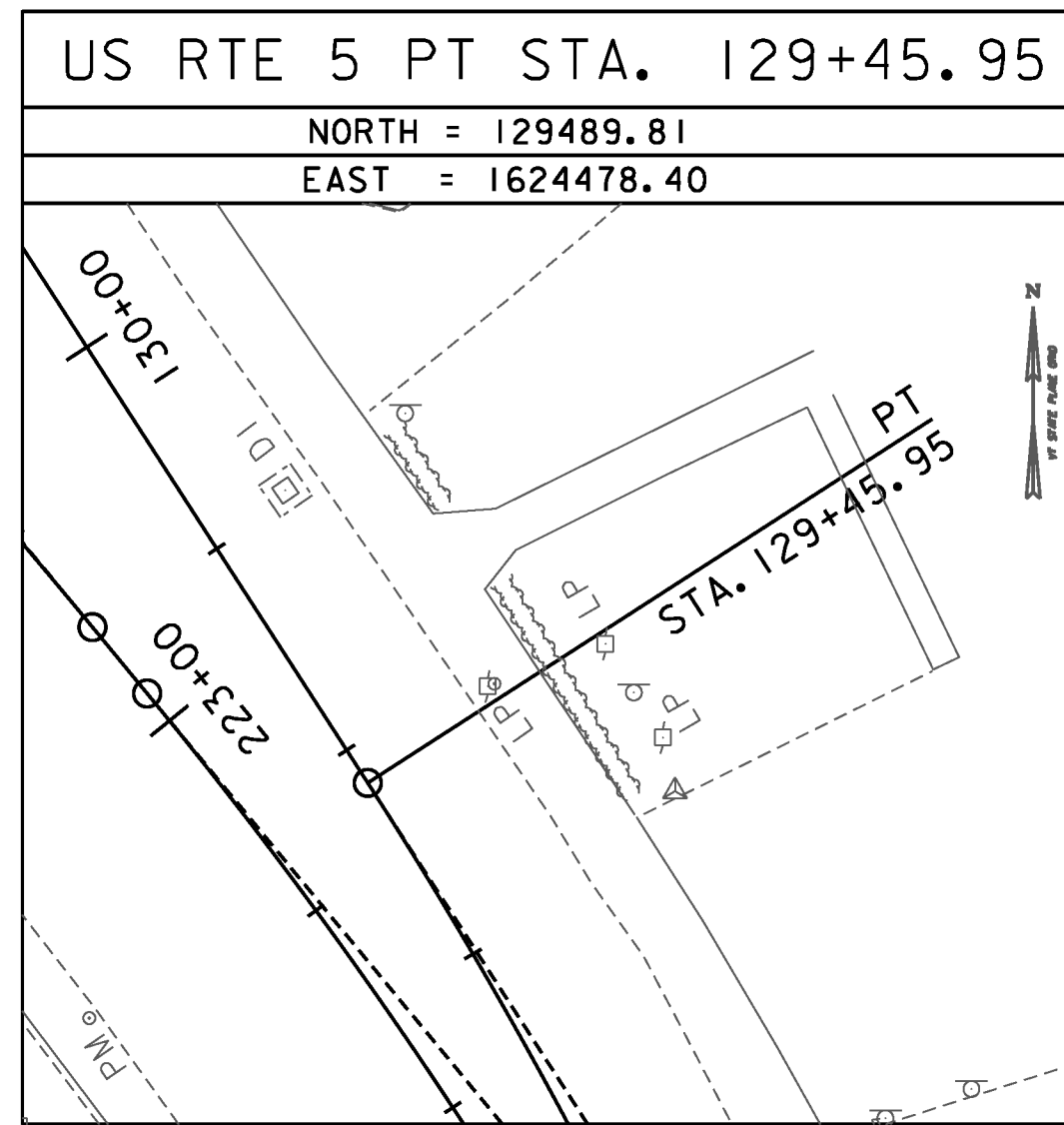
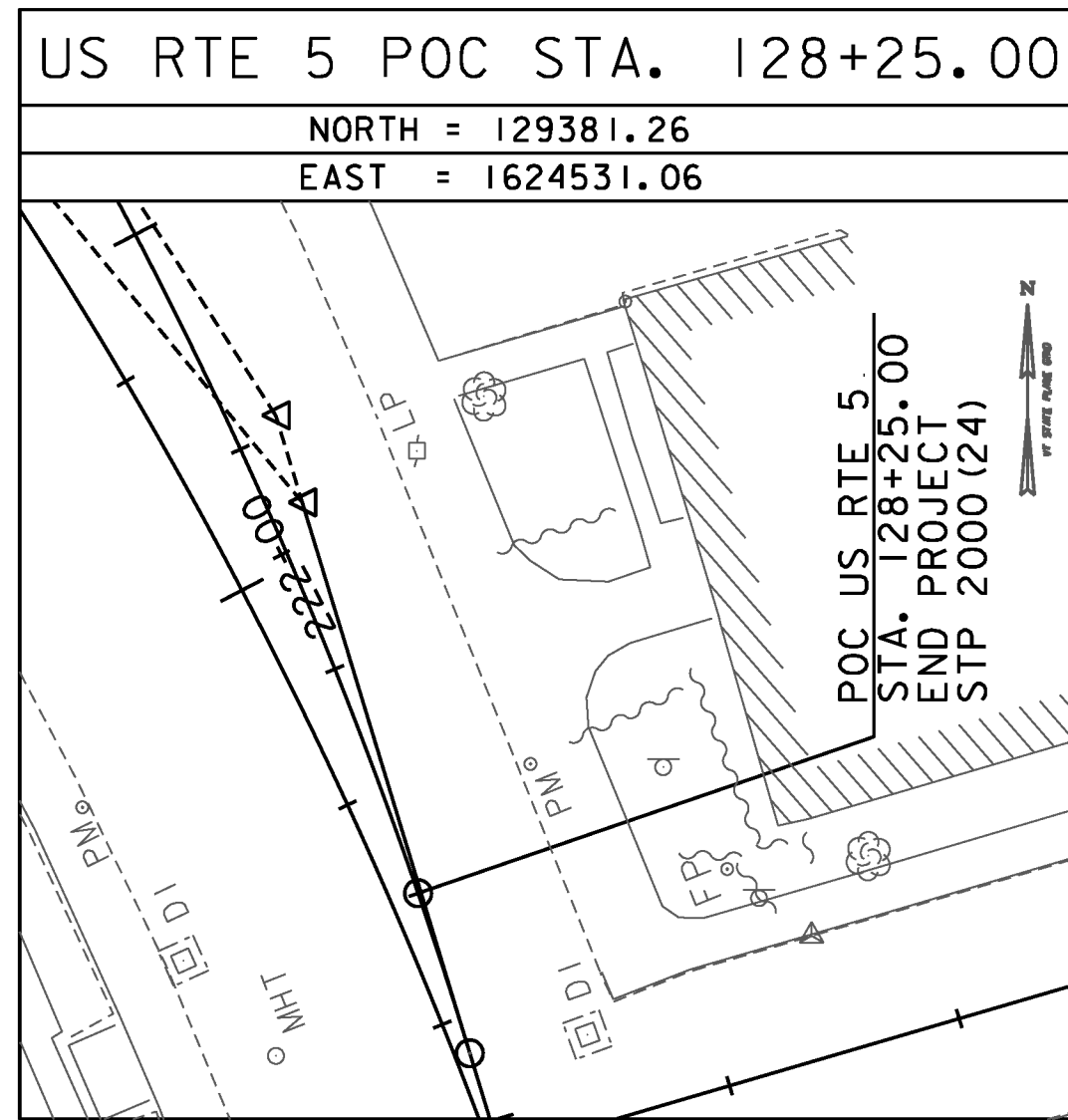
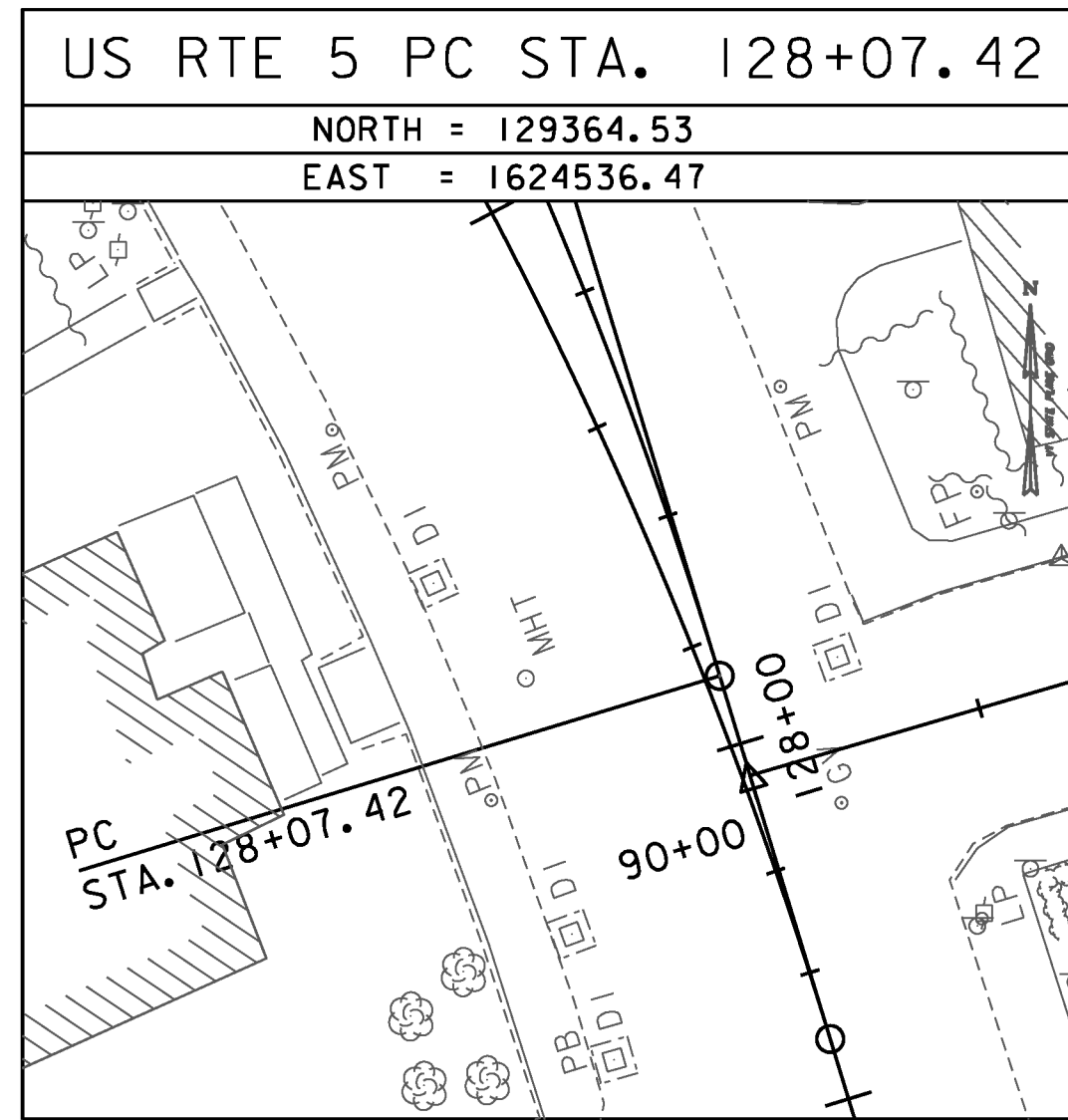
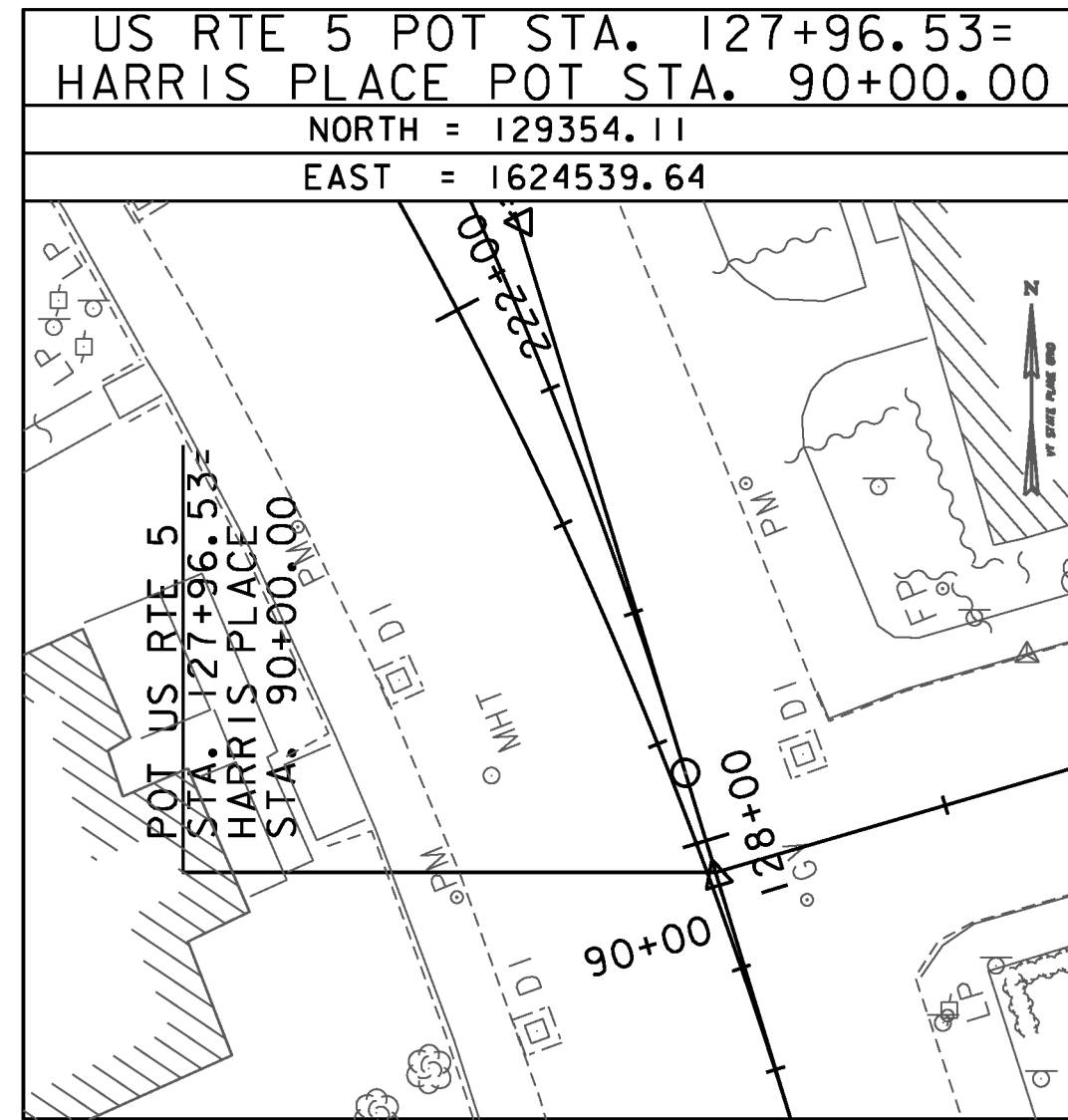
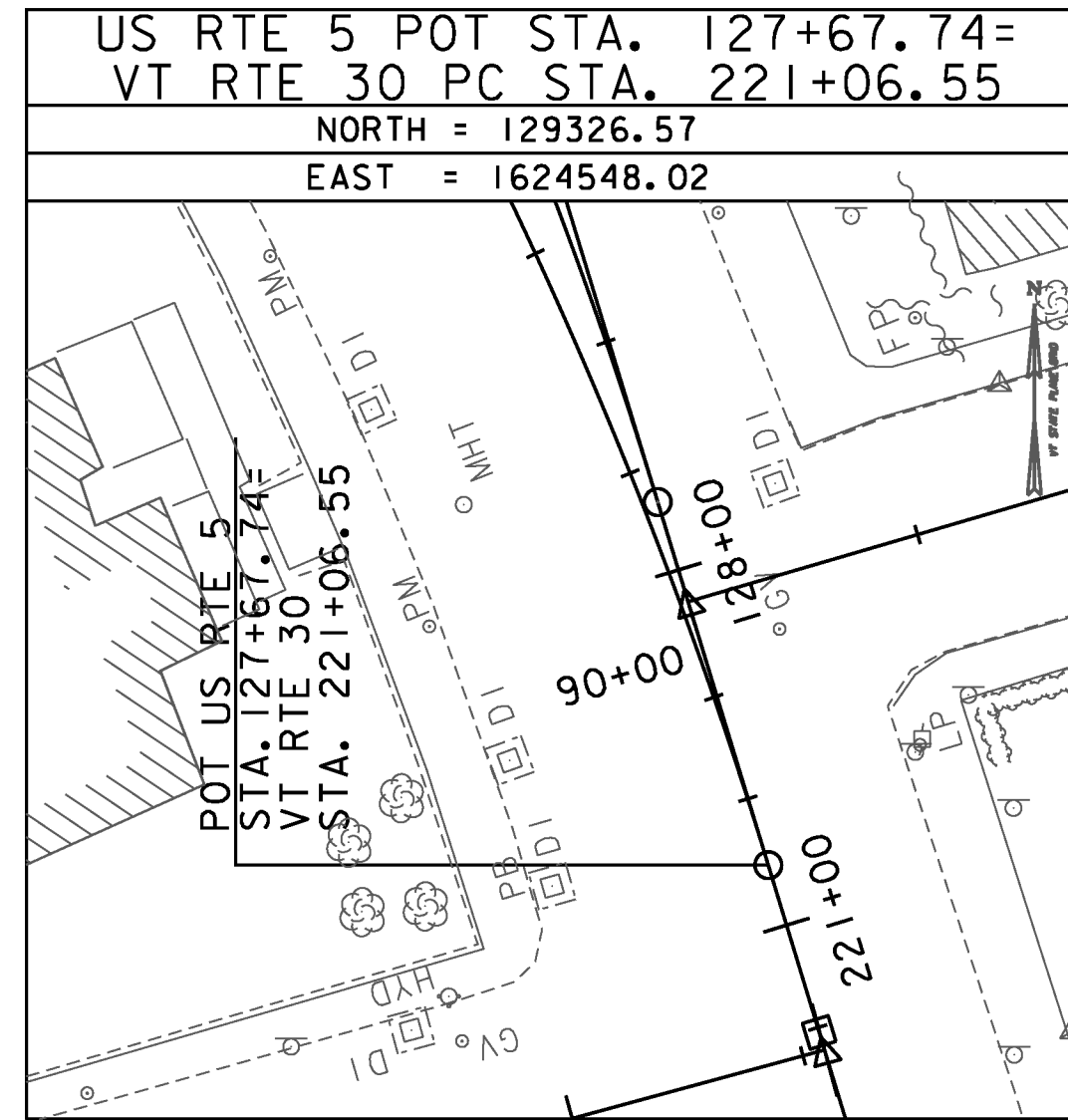
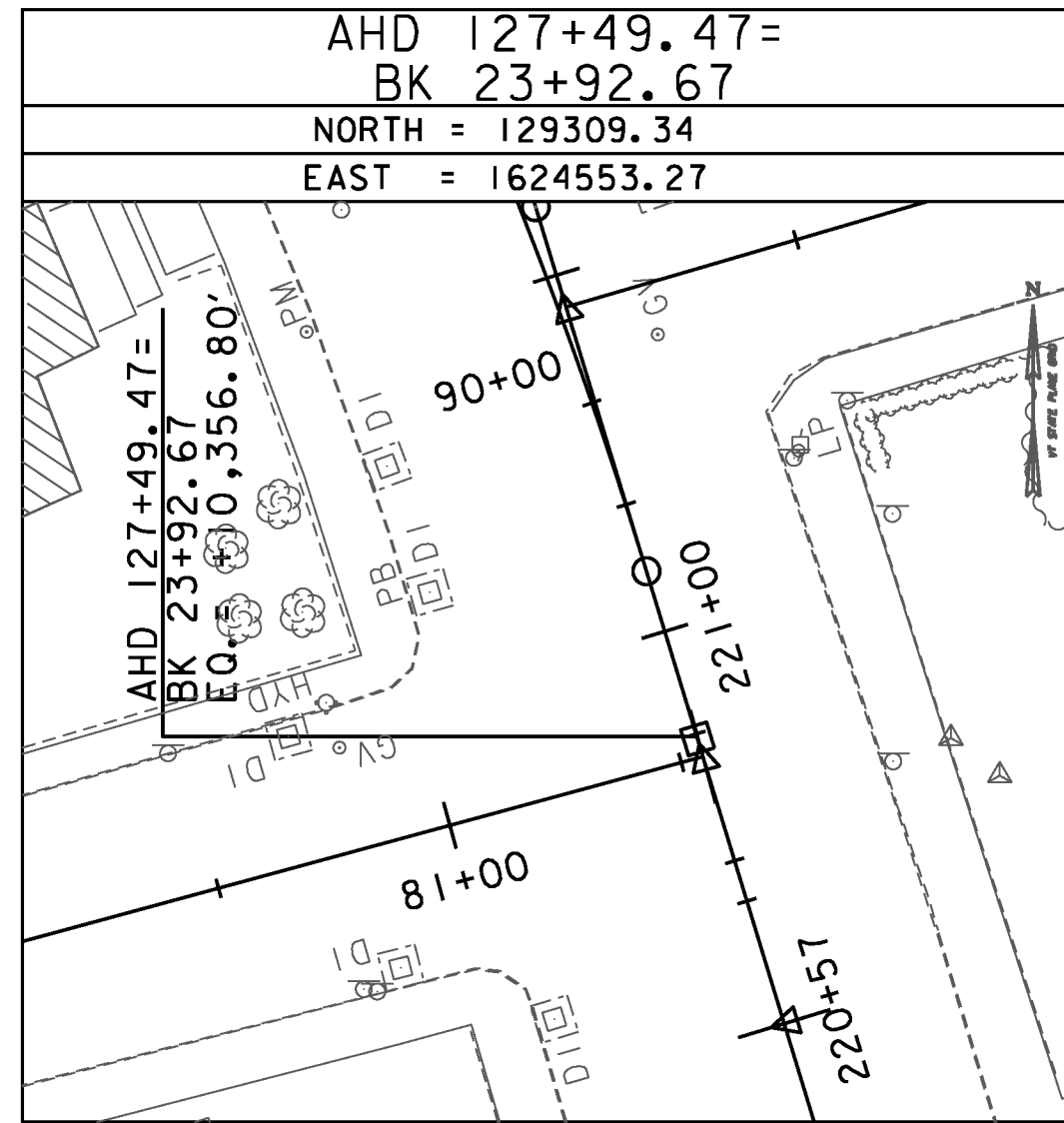
ALIGNMENT TIES



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD 83(92)
ADJUSTMENT	

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044+1.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	VAOT
TIE SHEET	2
PLOT DATE:	3/16/2010
DRAWN BY:	A. ACHARYA
CHECKED BY:	D. SPENCER
SHEET	94 OF 163

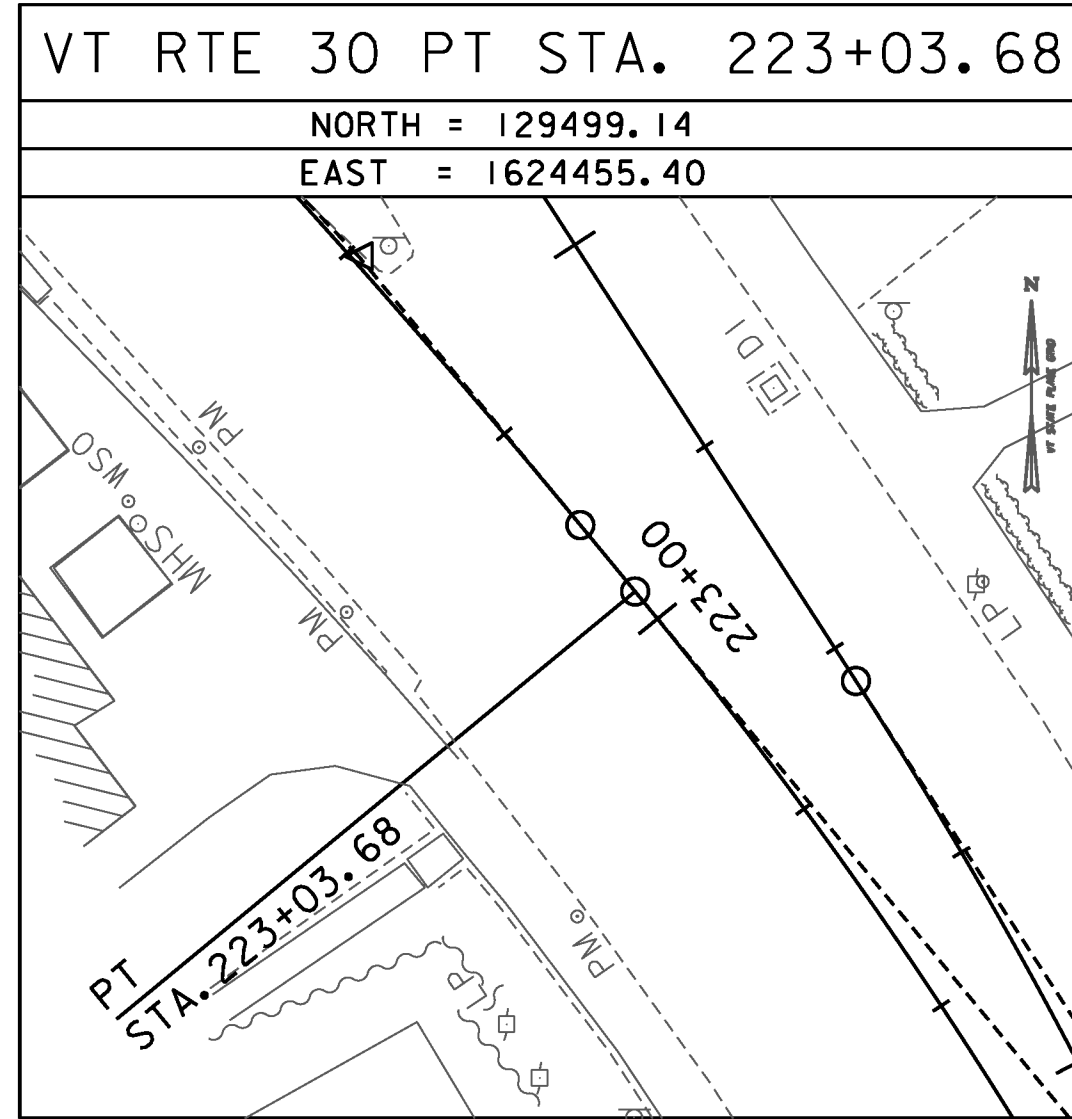
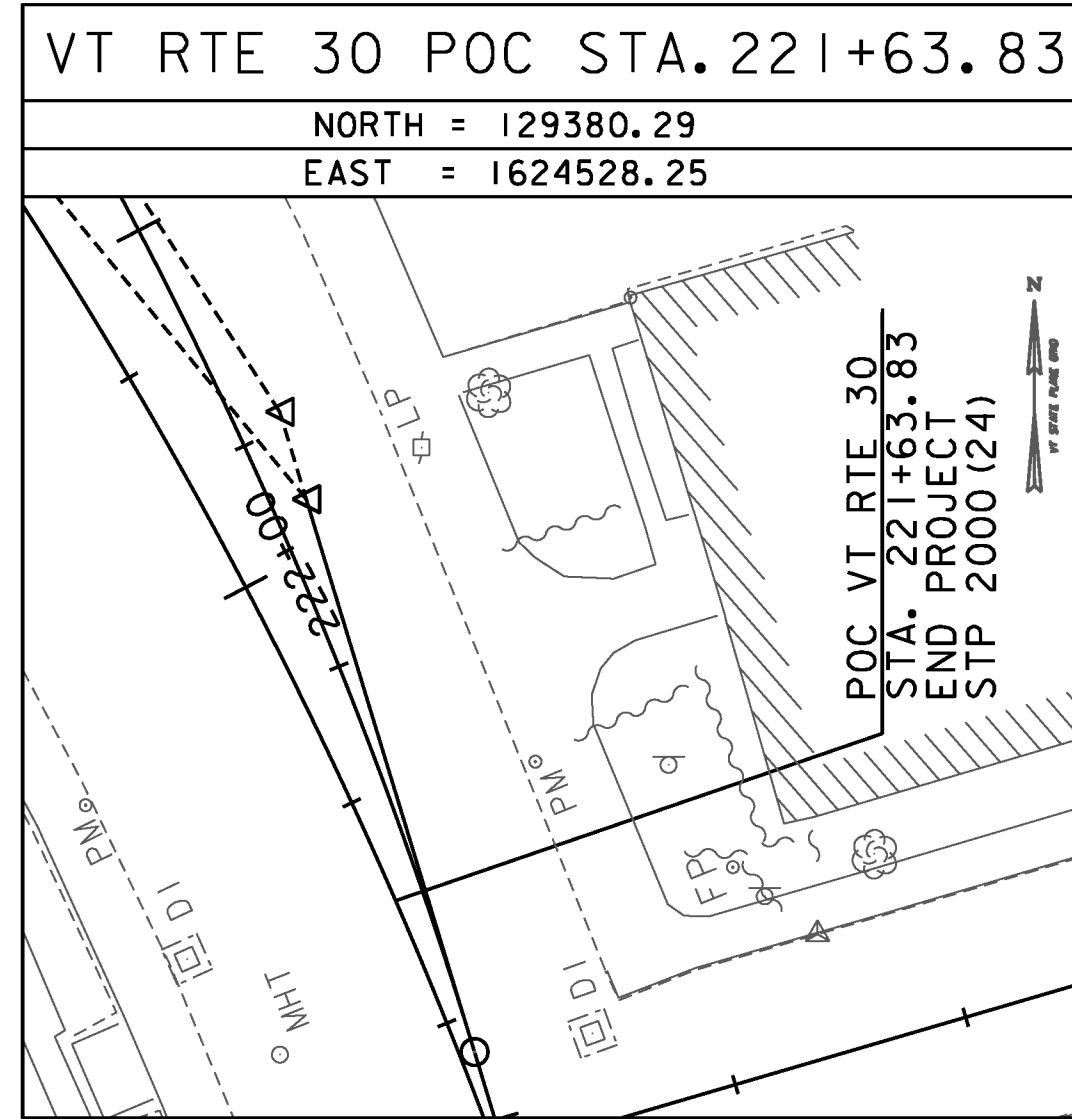
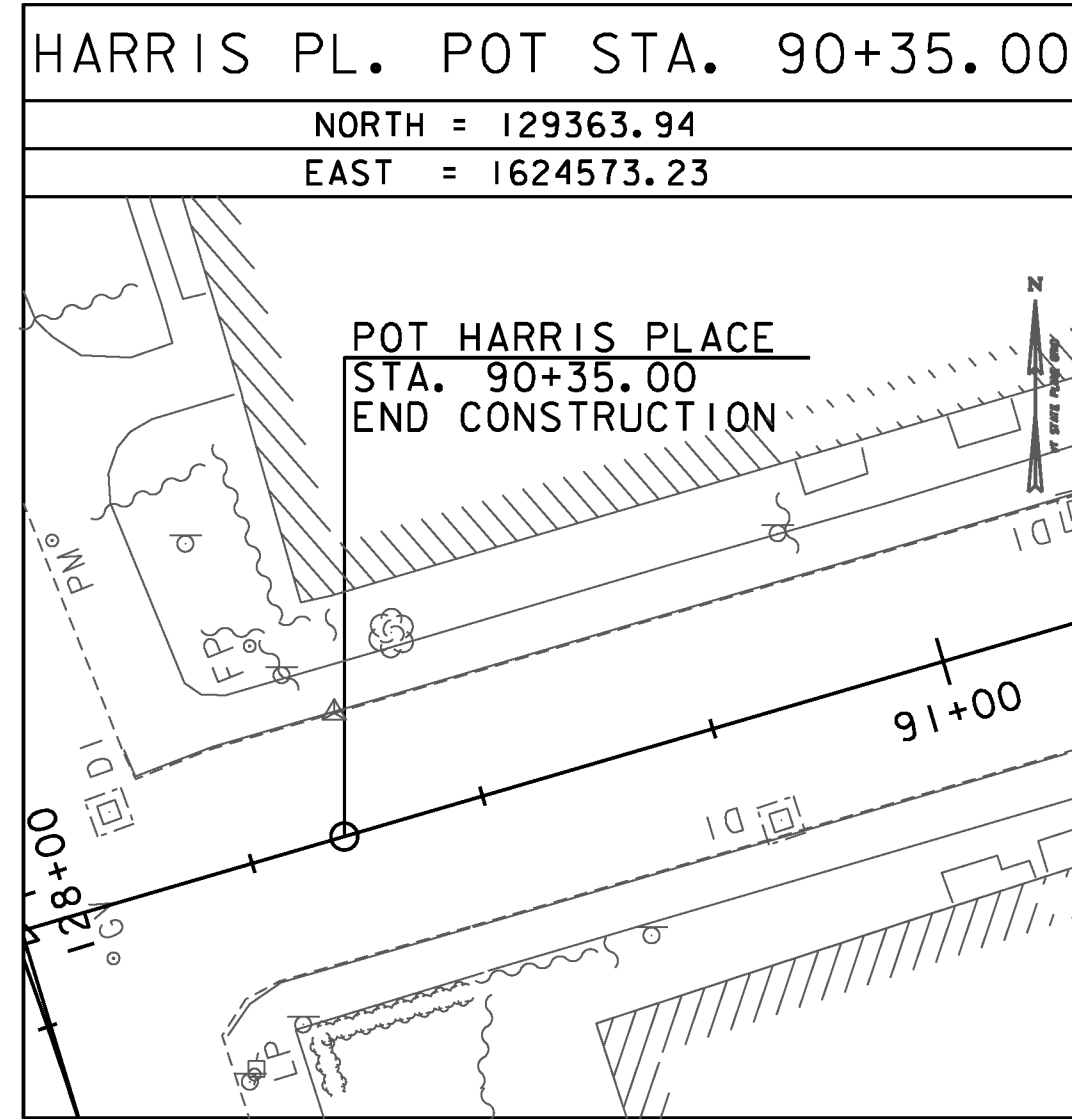
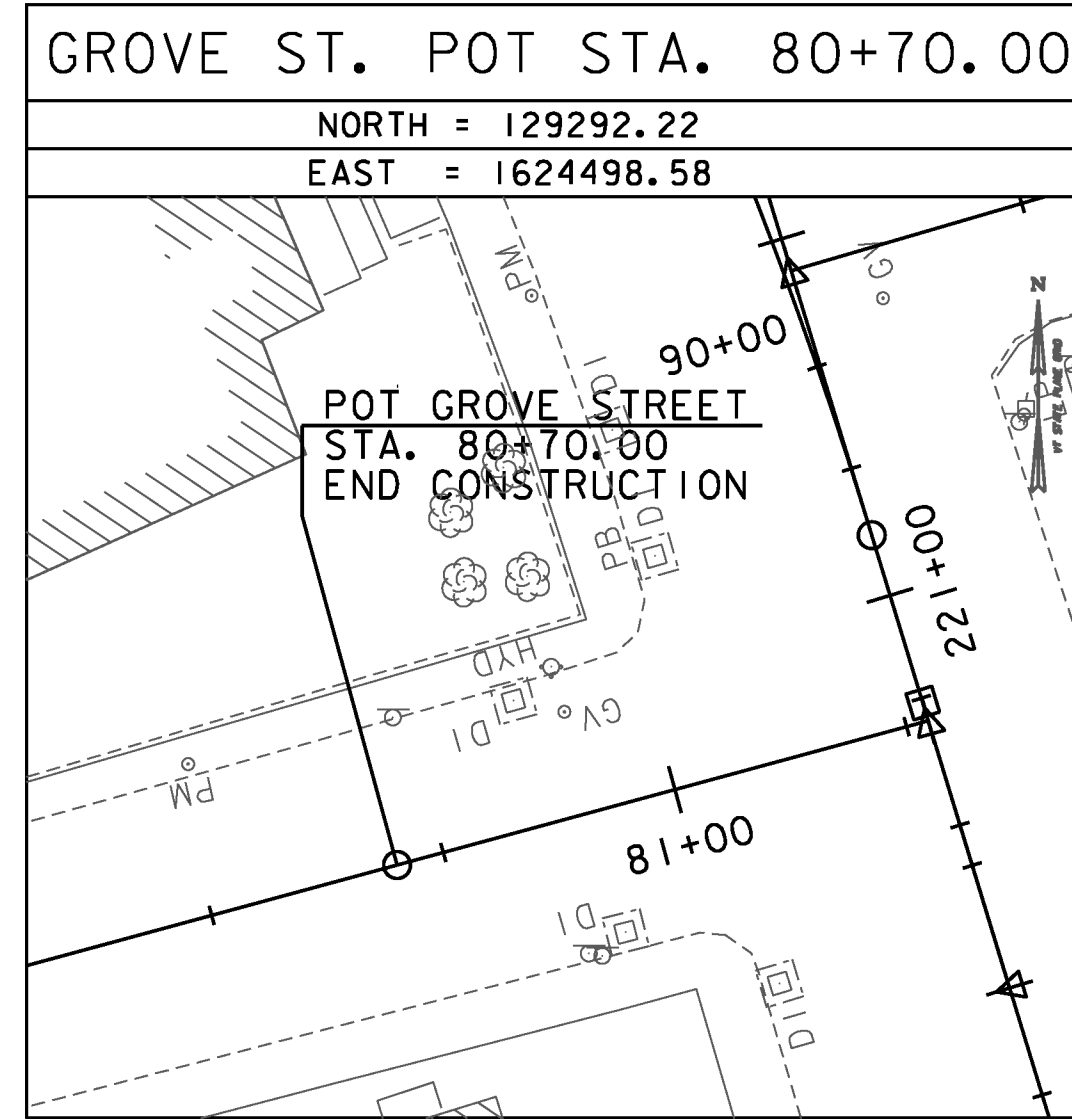
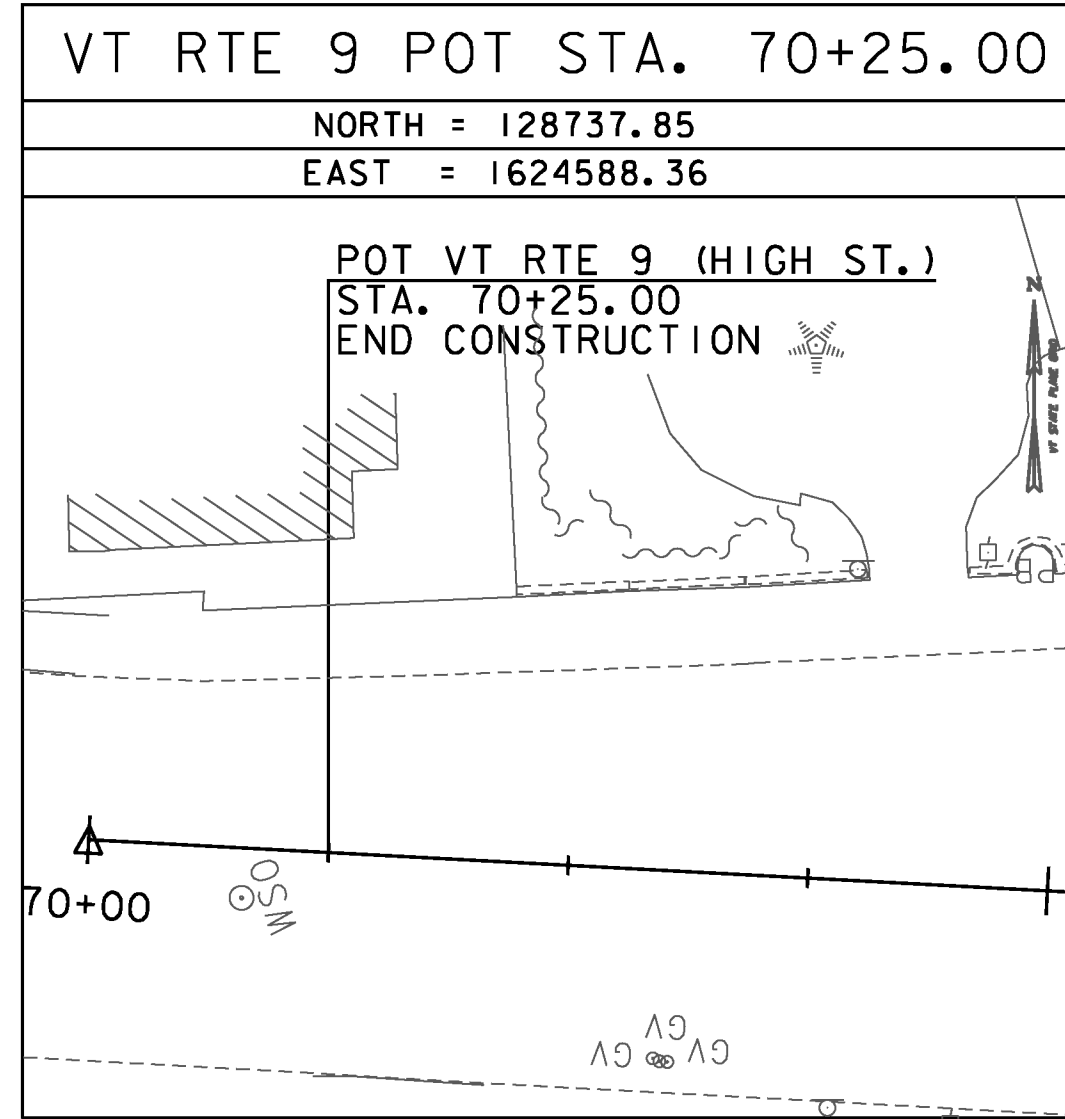
ALIGNMENT TIES



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD 83(92)
ADJUSTMENT	

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044+1.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	VAOT
TIE SHEET	3
PLOT DATE:	4/8/2010
DRAWN BY:	A. ACHARYA
CHECKED BY:	D. SPENCER
SHEET	95 OF 163

ALIGNMENT TIES

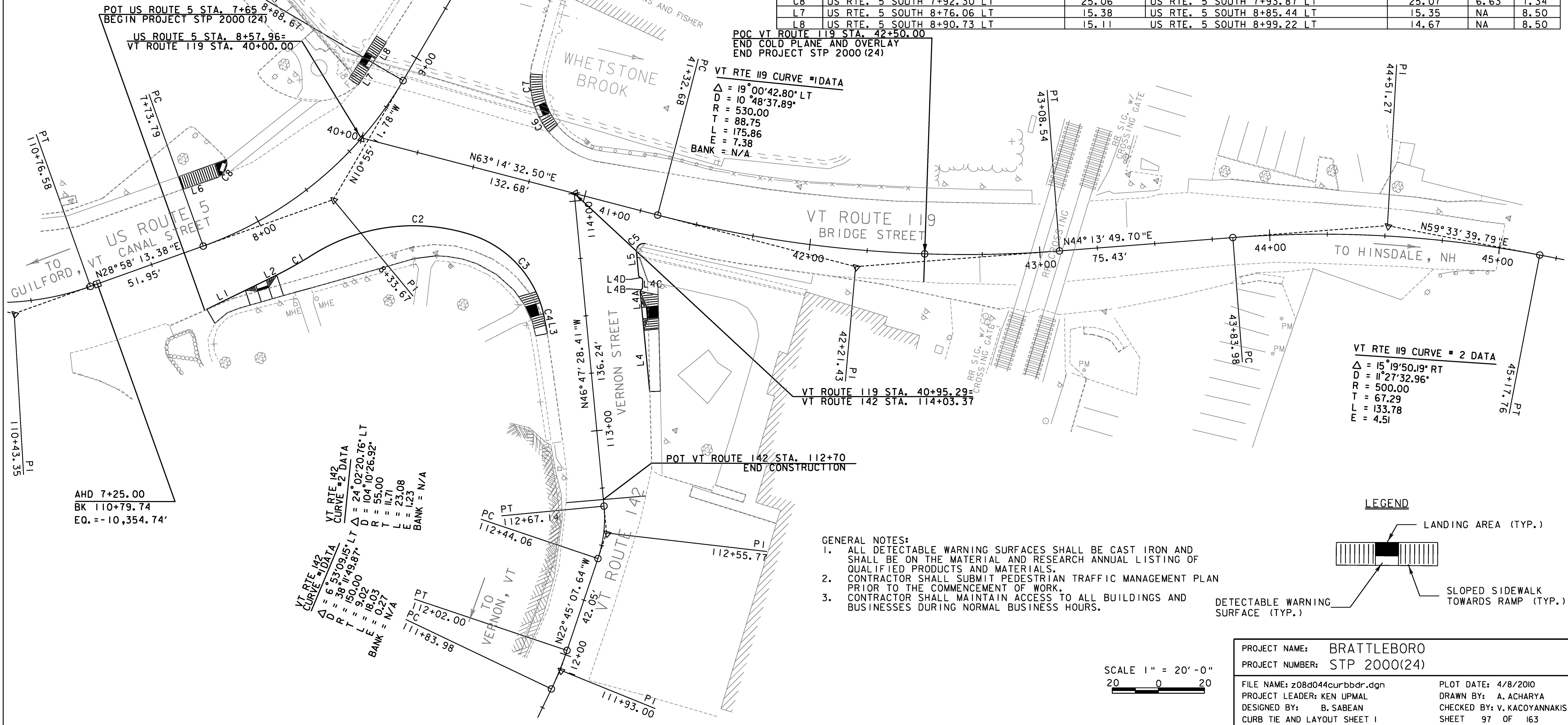


DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(92)
ADJUSTMENT	

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044t1.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A. ACHARYA
DESIGNED BY: VAOT	CHECKED BY: D. SPENCER
TIE SHEET 4	SHEET 96 OF 163

VT STATE PLANE GRID
 US RTE 5 CURVE #1 DATA
 $\Delta = 39^\circ 53' 25.16''$ LT
 $D = 34.43' 28.37''$
 $R = 163.00$
 $T = 59.88$
 $L = 10.53$
 $E = N/A$
 $BANK = N/A$

LABEL	BEGIN		END		RADIUS (FT)	LENGTH (FT)
	STA.	OFFSET (FT)	STA.	OFFSET (FT)		
L1	US RTE. 5 SOUTH 7+66.04 RT	26.31	US RTE. 5 SOUTH 7+87.56 RT	24.36	NA	23.68
L2	US RTE. 5 SOUTH 7+91.96 RT	24.29	US RTE. 5 SOUTH 7+94.25 RT	24.31	NA	2.63
C1	US RTE. 5 SOUTH 7+94.25 RT	24.31	US RTE. 5 SOUTH 8+11.90 RT	20.27	188.04	20.27
C2	US RTE. 5 SOUTH 8+11.90 RT	20.27	VT RTE. 119 (BRIDGE ST.) 40+56.35 RT	28.66	82.19	71.45
C3	VT RTE. 119 (BRIDGE ST.) 40+56.35 RT	28.66	VT RTE. 119 (BRIDGE ST.) 40+92.97 RT	49.61	46.88	43.77
C4	VT RTE. 119 (BRIDGE ST.) 40+92.97 RT	53.92	VT RTE. 119 (BRIDGE ST.) 40+96.08 RT	55.07	46.88	1.28
L3	VT RTE. 119 (BRIDGE ST.) 40+96.08 RT	55.07	VT RTE. 119 (BRIDGE ST.) 40+99.31 RT	61.80	NA	7.48
L4	RTE. 142 (VERNON ST.) 113+14.68 RT	24.43	RTE. 142 (VERNON ST.) 113+46.34 RT	24.43	NA	31.66
L4A	RTE. 142 (VERNON ST.) 113+51.34 RT	24.43	RTE. 142 (VERNON ST.) 113+58.36 RT	24.43	NA	7.01
L4B	RTE. 142 (VERNON ST.) 113+58.36 RT	24.43	RTE. 142 (VERNON ST.) 113+59.65 RT	25.58	NA	1.73
L4C	RTE. 142 (VERNON ST.) 113+59.65 RT	25.58	RTE. 142 (VERNON ST.) 113+63.63 RT	25.98	NA	4.00
L4D	RTE. 142 (VERNON ST.) 113+63.63 RT	24.43	RTE. 142 (VERNON ST.) 113+64.85 RT	24.43	NA	1.97
L5	RTE. 142 (VERNON ST.) 113+64.85 RT	24.43	RTE. 142 (VERNON ST.) 113+75.60 RT	24.43	NA	10.75
C5	RTE. 142 (VERNON ST.) 113+75.60 RT	24.43	VT RTE. 119 (BRIDGE ST.) 41+30.74 RT	13.32	3.28	6.19
C6	VT RTE. 119 (BRIDGE ST.) 40+77.89 LT	22.92	VT RTE. 119 (BRIDGE ST.) 40+72.29 LT	28.07	36.29	7.61
C7	VT RTE. 119 (BRIDGE ST.) 40+69.25 LT	32.04	VT RTE. 119 (BRIDGE ST.) 40+63.87 LT	45.28	36.29	14.39
L6	US RTE. 5 SOUTH 7+74.08 LT	26.11	US RTE. 5 SOUTH 7+92.30 LT	25.06	NA	15.43
C8	US RTE. 5 SOUTH 7+92.30 LT	25.06	US RTE. 5 SOUTH 7+93.87 LT	25.07	6.63	1.34
L7	US RTE. 5 SOUTH 8+76.06 LT	15.38	US RTE. 5 SOUTH 8+85.44 LT	15.35	NA	8.50
L8	US RTE. 5 SOUTH 8+90.73 LT	15.11	US RTE. 5 SOUTH 8+99.22 LT	14.67	NA	8.50



VT RTE 119 CURVE #1 DATA
 $\Delta = 19^\circ 00' 42.80''$ LT
 $D = 10^\circ 48' 37.89''$
 $R = 530.00$
 $T = 88.75$
 $L = 175.86$
 $E = 7.38$
 $BANK = N/A$

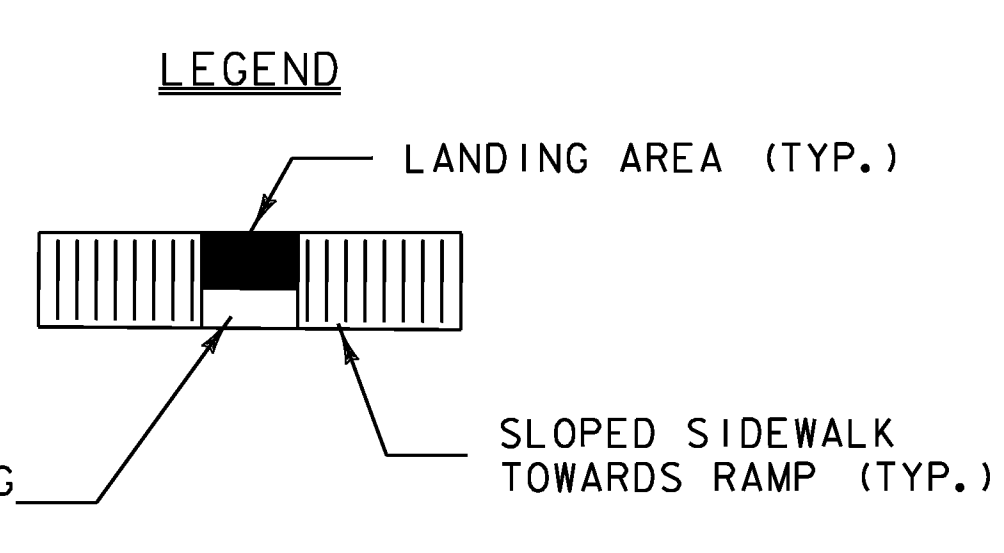
VT RTE 119 CURVE # 2 DATA
 $\Delta = 15^\circ 19' 50.19''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 67.29$
 $L = 133.78$
 $E = 4.51$

VT RTE 142 CURVE #2 DATA
 $\Delta = 24^\circ 02' 20.76''$ LT
 $D = 104^\circ 10' 26.92''$
 $R = 55.00$
 $T = 11.71$
 $L = 23.08$
 $E = 1.23$
 $BANK = N/A$

VT RTE 142 CURVE #1 DATA
 $\Delta = 6^\circ 53' 09.15''$ LT
 $D = 38^\circ 11' 49.87''$
 $R = 150.00$
 $T = 9.02$
 $L = 18.03$
 $E = 0.27$
 $BANK = N/A$

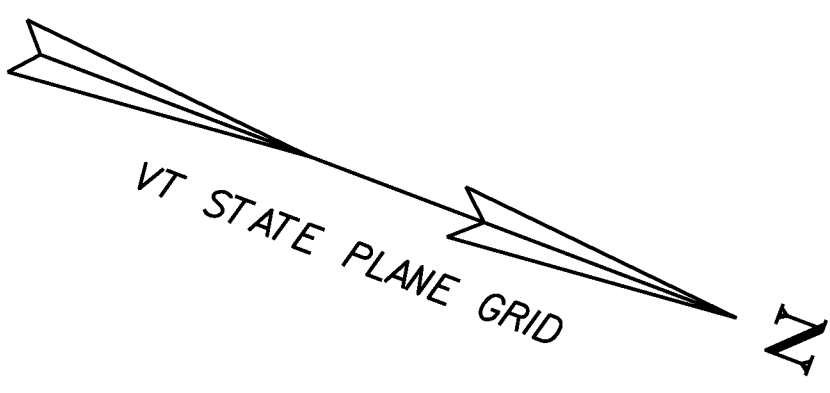
AHD 7+25.00
 BK 110+79.74
 EQ. -- 10,354.74'

- GENERAL NOTES:
1. ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON AND SHALL BE ON THE MATERIAL AND RESEARCH ANNUAL LISTING OF QUALIFIED PRODUCTS AND MATERIALS.
 2. CONTRACTOR SHALL SUBMIT PEDESTRIAN TRAFFIC MANAGEMENT PLAN PRIOR TO THE COMMENCEMENT OF WORK.
 3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUILDINGS AND BUSINESSES DURING NORMAL BUSINESS HOURS.

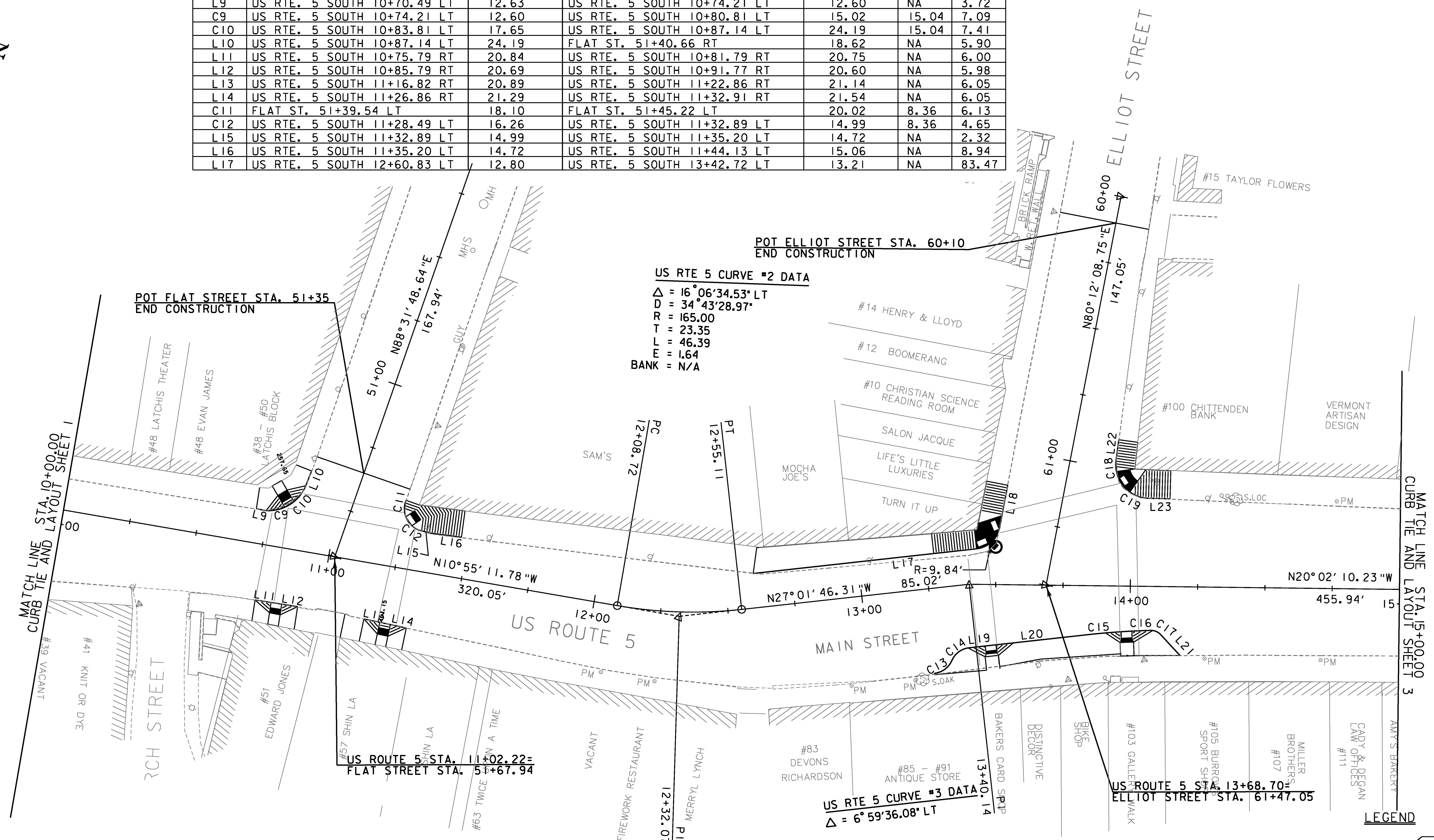


SCALE 1" = 20'-0"
 20 0 20

PROJECT NAME: BRATTLEBORO	PLOT DATE: 4/8/2010
PROJECT NUMBER: STP 2000(24)	DRAWN BY: A. ACHARYA
FILE NAME: z08d044curbbdr.dgn	CHECKED BY: V. KACOYANNAKIS
PROJECT LEADER: KEN UPMAL	SHEET 97 OF 163
DESIGNED BY: B. SABEAN	
CURB TIE AND LAYOUT SHEET 1	



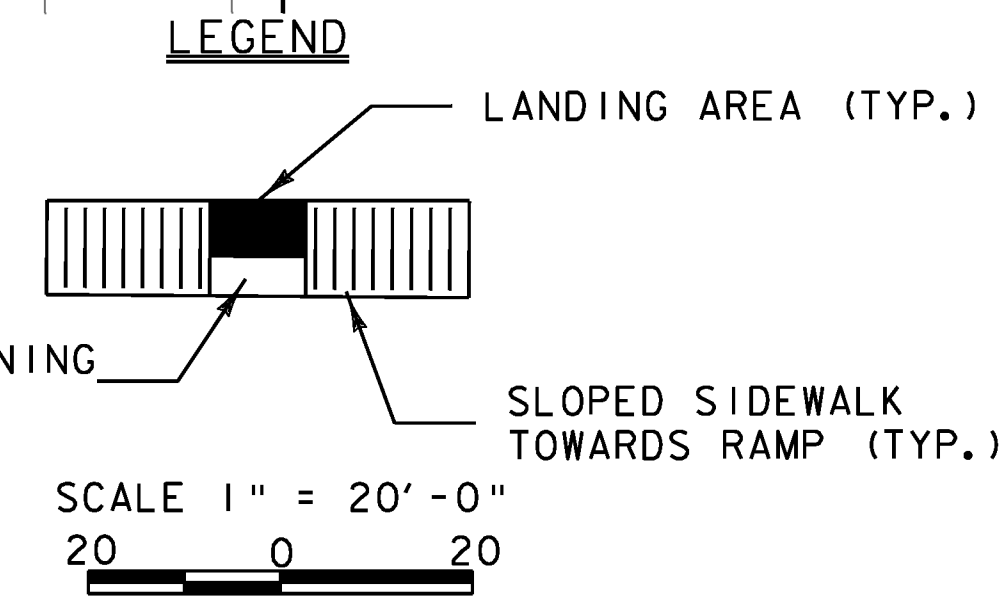
LABEL	BEGIN		END		RADIUS (FT)	LENGTH (FT)
	STA.	OFFSET (FT)	STA.	OFFSET (FT)		
L9	US RTE. 5 SOUTH 10+70.49 LT	12.63	US RTE. 5 SOUTH 10+74.21 LT	12.60	NA	3.72
C9	US RTE. 5 SOUTH 10+74.21 LT	12.60	US RTE. 5 SOUTH 10+80.81 LT	15.02	15.04	7.09
C10	US RTE. 5 SOUTH 10+83.81 LT	17.65	US RTE. 5 SOUTH 10+87.14 LT	24.19	15.04	7.41
L10	US RTE. 5 SOUTH 10+87.14 LT	24.19	FLAT ST. 51+40.66 RT	18.62	NA	5.90
L11	US RTE. 5 SOUTH 10+75.79 RT	20.84	US RTE. 5 SOUTH 10+81.79 RT	20.75	NA	6.00
L12	US RTE. 5 SOUTH 10+85.79 RT	20.69	US RTE. 5 SOUTH 10+91.77 RT	20.60	NA	5.98
L13	US RTE. 5 SOUTH 11+16.82 RT	20.89	US RTE. 5 SOUTH 11+22.86 RT	21.14	NA	6.05
L14	US RTE. 5 SOUTH 11+26.86 RT	21.29	US RTE. 5 SOUTH 11+32.91 RT	21.54	NA	6.05
C11	FLAT ST. 51+39.54 LT	18.10	FLAT ST. 51+45.22 LT	20.02	8.36	6.13
C12	US RTE. 5 SOUTH 11+28.49 LT	16.26	US RTE. 5 SOUTH 11+32.89 LT	14.99	8.36	4.65
L15	US RTE. 5 SOUTH 11+32.89 LT	14.99	US RTE. 5 SOUTH 11+35.20 LT	14.72	NA	2.32
L16	US RTE. 5 SOUTH 11+35.20 LT	14.72	US RTE. 5 SOUTH 11+44.13 LT	15.06	NA	8.94
L17	US RTE. 5 SOUTH 12+60.83 LT	12.80	US RTE. 5 SOUTH 13+42.72 LT	13.21	NA	83.47



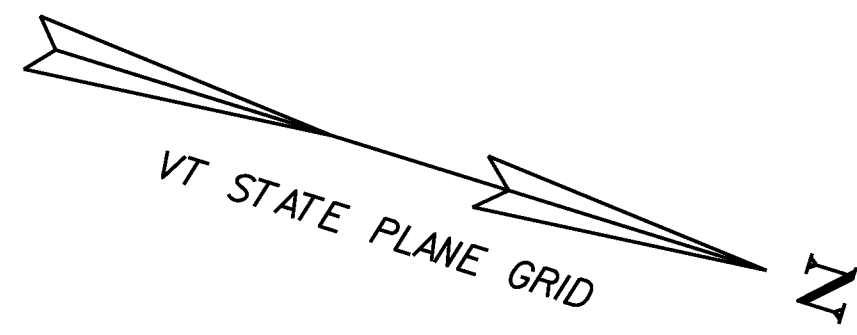
US RTE 5 CURVE #2 DATA
 $\Delta = 16^\circ 06' 34.53''$ LT
 $D = 34^\circ 43' 28.97''$
 $R = 165.00$
 $T = 23.35$
 $L = 46.39$
 $E = 1.64$
 $BANK = N/A$

US RTE 5 CURVE #3 DATA
 $\Delta = 6^\circ 59' 36.08''$ LT

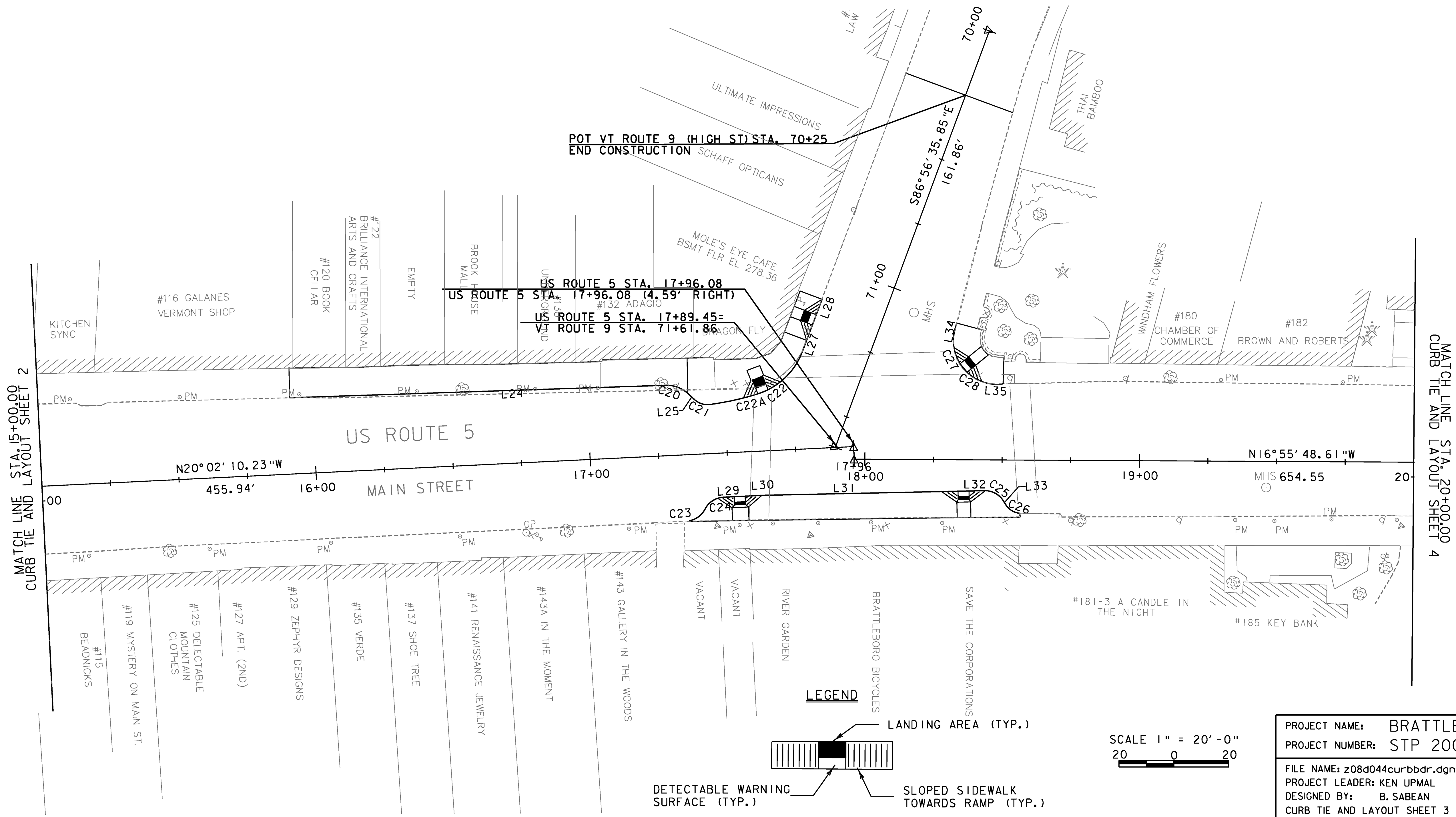
LABEL	BEGIN		END		RADIUS (FT)	LENGTH (FT)
	STA.	OFFSET (FT)	STA.	OFFSET (FT)		
L18	ELLIOT ST. 61+24.80 RT	21.00	ELLIOT ST. 61+13.29 RT	21.02	NA	11.51
C13	US RTE. 5 SOUTH 13+23.69 RT	31.46	US RTE. 5 SOUTH 13+30.63 RT	27.46	8.01	8.38
C14	US RTE. 5 SOUTH 13+30.63 RT	27.46	US RTE. 5 SOUTH 13+37.56 RT	23.46	8.01	8.38
L19	US RTE. 5 SOUTH 13+37.56 RT	23.46	US RTE. 5 SOUTH 13+46.40 RT	22.87	NA	6.01
L20	US RTE. 5 SOUTH 13+50.37 RT	22.38	US RTE. 5 SOUTH 13+84.29 RT	18.22	NA	34.18
C15	US RTE. 5 SOUTH 13+84.29 RT	18.22	US RTE. 5 SOUTH 13+96.77 RT	16.97	282.15	12.55
C16	US RTE. 5 SOUTH 14+00.76 RT	16.69	US RTE. 5 SOUTH 14+07.69 RT	16.34	282.15	9.22
C17	US RTE. 5 SOUTH 14+07.69 RT	16.34	US RTE. 5 SOUTH 14+11.52 RT	17.90	5.00	4.27
L21	US RTE. 5 SOUTH 14+11.52 RT	17.90	US RTE. 5 SOUTH 14+18.69 RT	25.49	NA	10.44
L22	ELLIOT ST. 60+88.88 LT	16.30	ELLIOT ST. 60+96.59 LT	16.76	NA	7.73
C18	ELLIOT ST. 60+96.59 LT	16.76	ELLIOT ST. 61+00.61 LT	17.67	12.45	4.14
C19	US RTE. 5 SOUTH 13+99.41 LT	34.97	US RTE. 5 SOUTH 14+06.32 LT	32.74	12.45	7.37
L23	US RTE. 5 SOUTH 14+06.32 LT	32.74	US RTE. 5 SOUTH 14+13.68 LT	32.63	NA	7.35



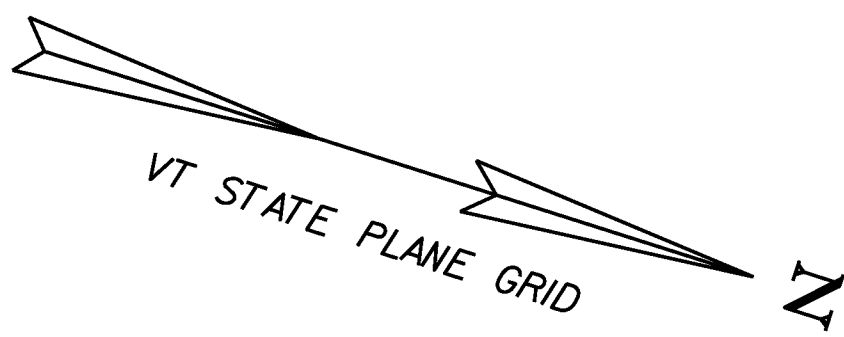
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)
FILE NAME: z08d044curbbdr.dgn
DESIGNED BY: B. SABEAN
CURB TIE AND LAYOUT SHEET 2
PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 98 OF 163



LABEL	BEGIN		END		RADIUS (FT)	LENGTH (FT)
	STA.	OFFSET (FT)	STA.	OFFSET (FT)		
L24	US RTE. 5 SOUTH 15+91.70 LT	27.74	US RTE. 5 SOUTH 17+28.83 LT	25.60	NA	137.15
C20	US RTE. 5 SOUTH 17+28.83 LT	25.60	US RTE. 5 SOUTH 17+37.17 LT	21.82	11.68	9.42
L25	US RTE. 5 SOUTH 17+37.17 LT	21.82	US RTE. 5 SOUTH 17+39.00 LT	19.93	NA	2.63
C21	US RTE. 5 SOUTH 17+39.00 LT	19.93	US RTE. 5 SOUTH 17+44.62 LT	17.83	7.00	6.19
C22A	US RTE. 5 SOUTH 17+44.62 LT	17.83	US RTE. 5 SOUTH 17+62.23 LT	20.85	105.00	17.89
C22	US RTE. 5 SOUTH 17+58.28 LT	20.13	VT RTE. 9 HIGH ST. 71+33.34 RT	23.36	25.59	27.10
L27	VT RTE. 9 HIGH ST. 71+33.34 RT	23.36	VT RTE. 9 HIGH ST. 71+22.92 RT	23.29	NA	10.42
L28	VT RTE. 9 HIGH ST. 71+18.92 RT	23.27	VT RTE. 9 HIGH ST. 71+12.92 RT	23.23	NA	6.00
C23	US RTE. 5 SOUTH 17+35.00 RT	24.07	US RTE. 5 SOUTH 17+40.93 RT	20.13	8.01	7.38
C24	US RTE. 5 SOUTH 17+40.93 RT	20.13	US RTE. 5 SOUTH 17+47.87 RT	16.12	8.01	8.38
L29	US RTE. 5 SOUTH 17+47.87 RT	16.12	US RTE. 5 SOUTH 17+51.76 RT	16.12	NA	3.89
L30	US RTE. 5 SOUTH 17+55.76 RT	16.12	US RTE. 5 SOUTH 17+62.33 RT	16.12	NA	6.57
L31	US RTE. 5 SOUTH 17+62.33 RT	16.12	US RTE. 5 NORTH 18+34.01 RT	11.47	NA	71.04
L32	US RTE. 5 NORTH 18+38.01 RT	11.36	US RTE. 5 NORTH 18+44.03 RT	11.20	NA	6.02
C25	US RTE. 5 NORTH 18+44.03 RT	11.20	US RTE. 5 NORTH 18+50.74 RT	15.21	8.01	8.16
L33	US RTE. 5 NORTH 18+50.74 RT	15.21	US RTE. 5 NORTH 18+51.15 RT	15.82	NA	0.74
C26	US RTE. 5 NORTH 18+51.15 RT	15.82	US RTE. 5 NORTH 18+56.51 RT	19.41	6.88	6.70
L34	VT RTE. 9 HIGH ST. 71+04.05 LT	25.71	VT RTE. 9 HIGH ST. 71+06.12 LT	26.92	NA	2.08
C27	VT RTE. 9 HIGH ST. 71+06.12 LT	26.92	US RTE. 5 NORTH 18+34.53 LT	34.94	16.01	13.34
C28	US RTE. 5 NORTH 18+37.07 LT	31.85	US RTE. 5 NORTH 18+48.10 LT	27.73	16.01	12.15
L35	US RTE. 5 NORTH 18+48.10 LT	27.49	US RTE. 5 NORTH 18+50.24 LT	27.62	NA	2.14

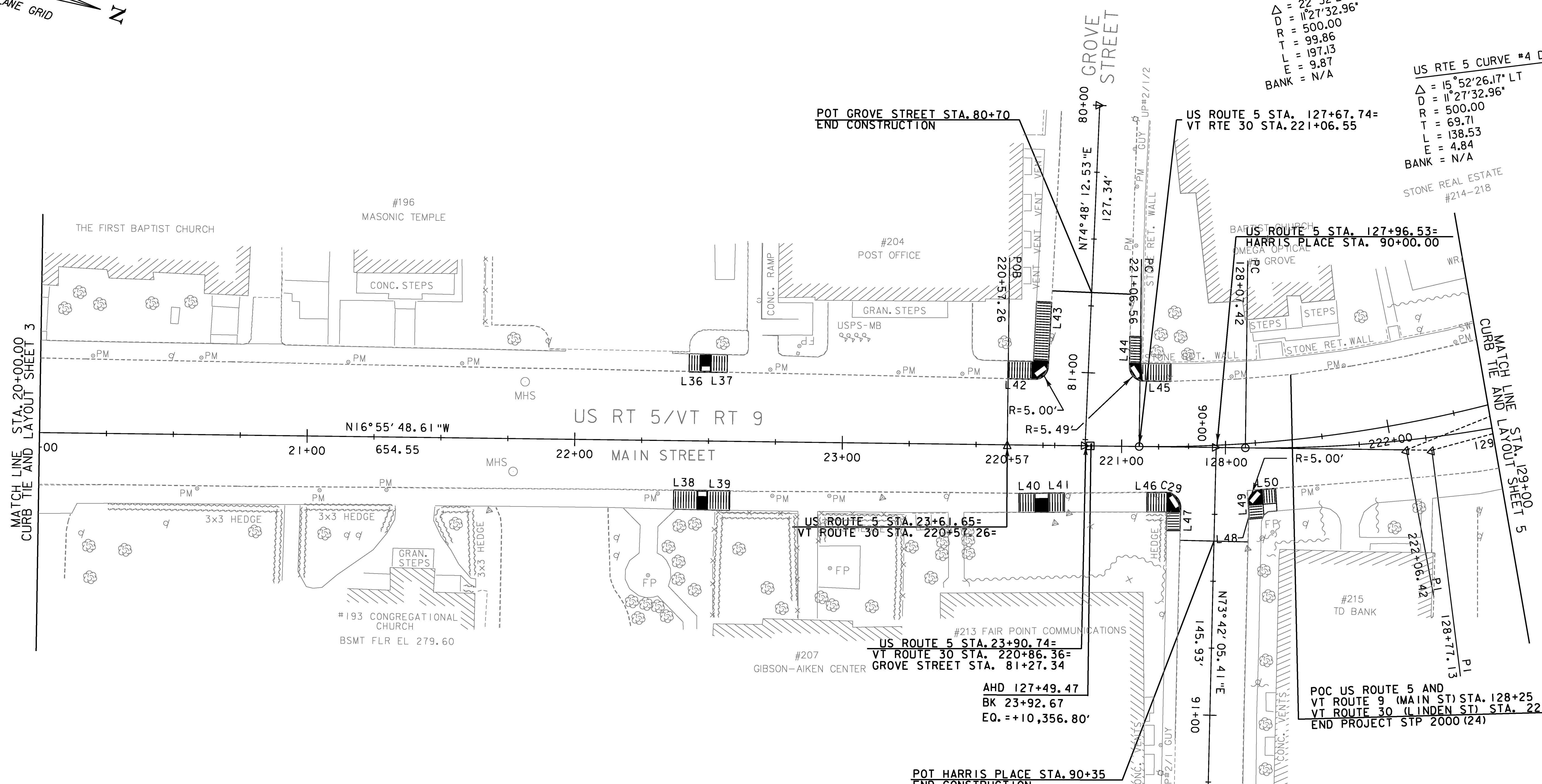


PROJECT NAME:	BRATTLEBORO	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	A. ACHARYA
FILE NAME:	z08d044curbbdr.dgn	DESIGNED BY:	B. SABEAN
		CHECKED BY:	V. KACOYANNAKIS
		CURB TIE AND LAYOUT SHEET 3	SHEET 99 OF 163



VT RTE 30 CURVE #1 DATA
 $\Delta = 22^\circ 32' 21.05''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 99.86$
 $L = 197.13$
 $E = 9.87$
 BANK = N/A

US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 BANK = N/A

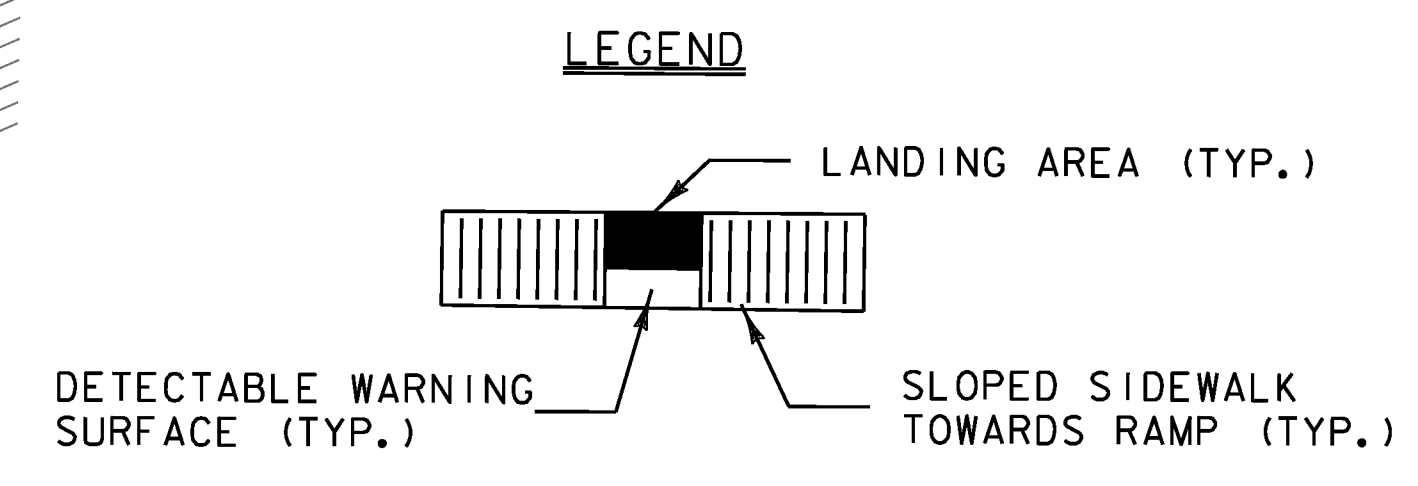


MATCH LINE STA. 20+00.00 CURB TIE AND LAYOUT SHEET 3

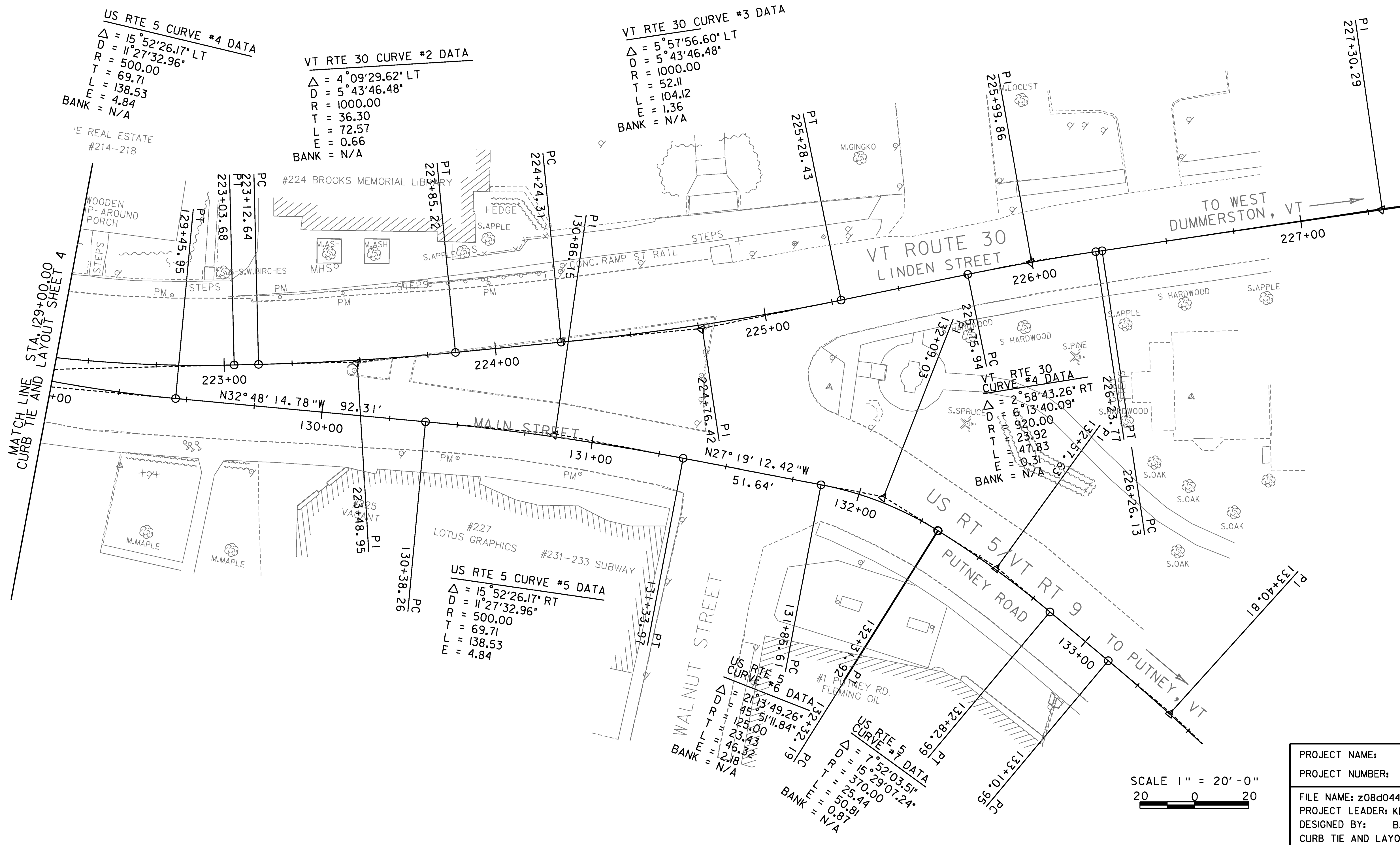
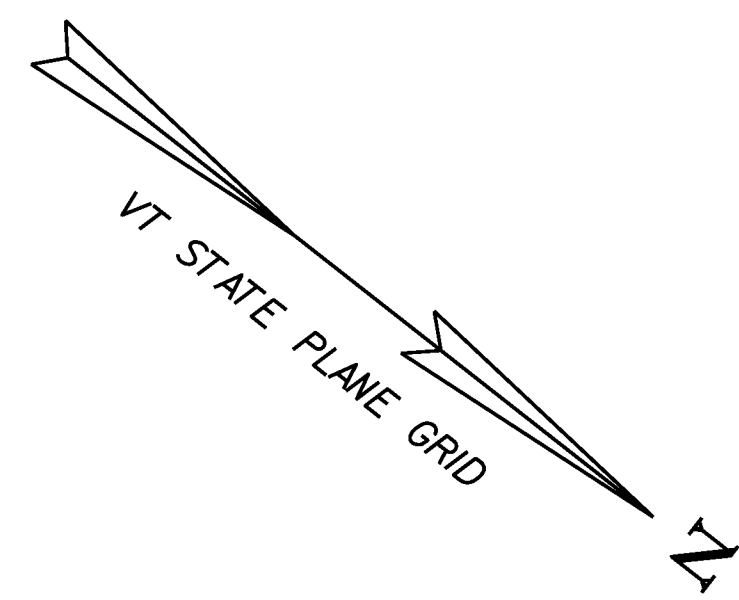
MATCH LINE STA. 129+00.00 CURB TIE AND LAYOUT SHEET 5

LABEL	BEGIN		END		RADIUS (FT)	LENGTH (FT)
	STA.	OFFSET (FT)	STA.	OFFSET (FT)		
L36	US RTE. 5 NORTH 22+42.44 LT	25.74	US RTE. 5 NORTH 22+46.66 LT	25.73	NA	4.22
L37	US RTE. 5 NORTH 22+50.65 LT	25.75	US RTE. 5 NORTH 21+56.65 LT	25.74	NA	6.00
L38	US RTE. 5 NORTH 22+37.21 RT	18.46	US RTE. 5 NORTH 22+45.93 RT	18.47	NA	8.72
L39	US RTE. 5 NORTH 22+49.93 RT	18.47	US RTE. 5 NORTH 22+58.21 RT	18.46	NA	8.28
L40	US RTE. 5 NORTH 23+66.23 RT	18.10	US RTE. 5 NORTH 23+72.22 RT	17.96	NA	6.00
L41	US RTE. 5 NORTH 23+77.22 RT	17.84	US RTE. 5 NORTH 23+83.22 RT	17.70	NA	6.00
L42	US RTE. 5 NORTH 23+61.50 LT	24.73	US RTE. 5 NORTH 23+70.48 LT	24.65	NA	8.98
L43	GROVE ST. 80+96.25 RT	15.02	GROVE ST. 80+74.25 RT	14.80	NA	22.00
L44	GROVE ST. 80+85.70 LT	14.94	GROVE ST. 80+95.70 LT	15.26	NA	10.00
L45	US RTE. 5 NORTH 127+68.60 LT	24.56	US RTE. 5 NORTH 127+79.26 LT	24.46	NA	10.66
L46	US RTE. 5 NORTH 127+70.86 RT	17.16	US RTE. 5 NORTH 127+77.66 RT	17.00	NA	6.81
C29	US RTE. 5 NORTH 127+77.66 RT	17.00	US RTE. 5 NORTH 127+78.36 RT	17.02	5.75	0.69
L47	HARRIS PLACE 90+24.36 RT	12.73	HARRIS PLACE 90+31.36 RT	12.76	NA	7.00
L48	HARRIS PLACE 90+26.49 LT	12.82	HARRIS PLACE 90+24.46 LT	12.83	NA	2.03
L49	HARRIS PLACE 90+24.46 LT	12.83	HARRIS PLACE 90+21.31 LT	12.56	NA	3.16
L50	US RTE. 5 NORTH 128+13.74 RT	15.52	US RTE. 5 NORTH 128+18.58 RT	15.17	NA	5.00

SCALE 1" = 20'-0"



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044curbbdr.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: B. SABEAN
 CURB TIE AND LAYOUT SHEET 4
 PLOT DATE: 3/16/2010
 DRAWN BY: A. ACHARYA
 CHECKED BY: V. KACOYANNAKIS
 SHEET 100 OF 163



US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 $BANK = N/A$

VT RTE 30 CURVE #2 DATA
 $\Delta = 4^\circ 09' 29.62''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 36.30$
 $L = 72.57$
 $E = 0.66$
 $BANK = N/A$

VT RTE 30 CURVE #3 DATA
 $\Delta = 5^\circ 57' 56.60''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 52.11$
 $L = 104.12$
 $E = 1.36$
 $BANK = N/A$

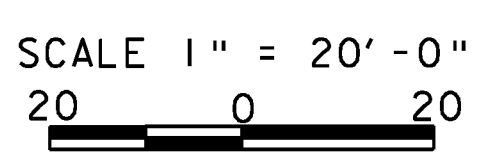
VT RTE 30 CURVE #4 DATA
 $\Delta = 2^\circ 58' 43.26''$ RT
 $D = 6^\circ 13' 40.09''$
 $R = 920.00$
 $T = 23.92$
 $L = 47.83$
 $E = 0.31$
 $BANK = N/A$

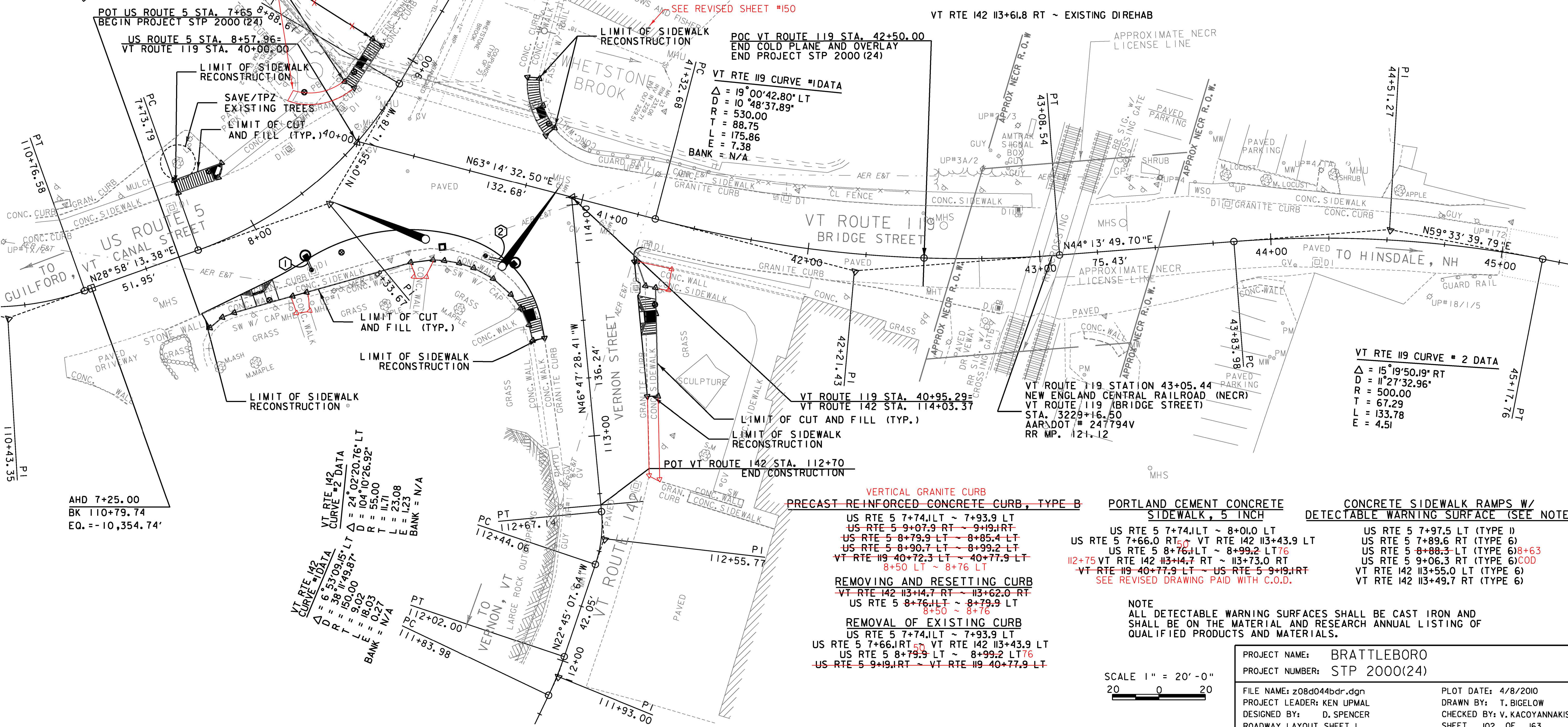
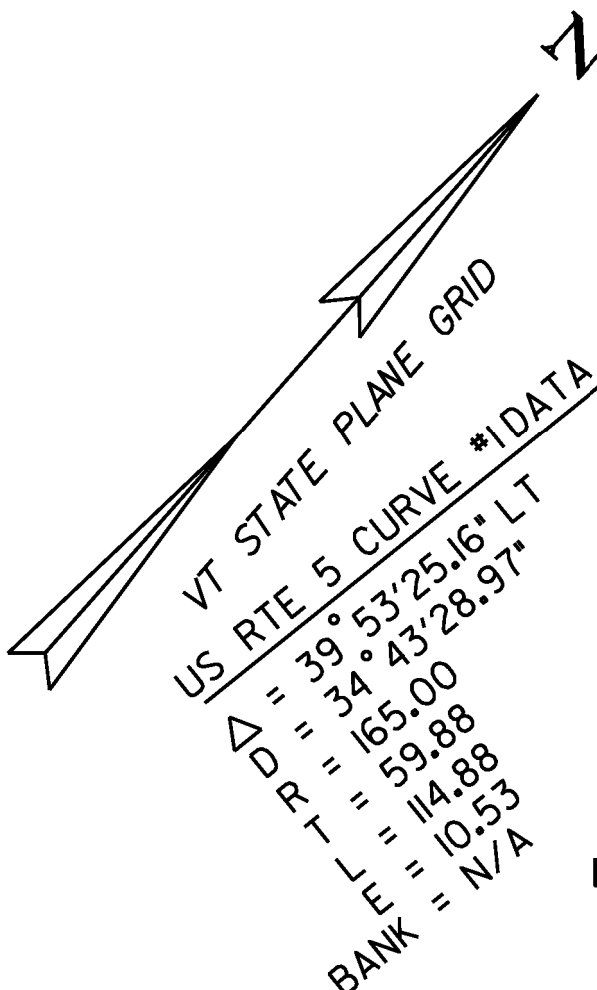
US RTE 5 CURVE #5 DATA
 $\Delta = 15^\circ 52' 26.17''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$

US RTE 5 CURVE #6 DATA
 $\Delta = 21^\circ 13' 49.26''$
 $D = 45^\circ 51' 11.84''$
 $R = 125.00$
 $T = 23.43$
 $L = 46.32$
 $E = 2.18$
 $BANK = N/A$

US RTE 5 CURVE #7 DATA
 $\Delta = 1^\circ 52' 03.51''$
 $D = 15^\circ 29' 07.24''$
 $R = 370.00$
 $T = 25.44$
 $L = 50.81$
 $E = 0.97$
 $BANK = N/A$

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/16/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	A. ACHARYA
FILE NAME:	z08d044curbbdr.dgn	DESIGNED BY:	B.SABEAN
CURB TIE AND LAYOUT SHEET 5		CHECKED BY:	V. KACOYANNAKIS
		SHEET	101 OF 163





**REMOVE EXISTING PAVEMENT
(COMMON EXCAVATION)**
 US RTE 5 7+66.1RT ~ VT RTE 142 113+43.9 LT
 VT RTE 142 113+14.7 RT ~ 113+73.0 RT

**REMOVE EXISTING CONCRETE SIDEWALK
(COMMON EXCAVATION)**
 US RTE 5 7+66.1RT ~ VT RTE 142 113+43.9 LT
 VT RTE 142 113+14.7 RT ~ 113+73.0 RT
 US RTE 5 7+74.1LT ~ 8+01.0 LT
 US RTE 5 8+76.1LT ~ 8+99.2 LT
 VT RTE 119 40+77.9 LT ~ US RTE 5 9+19.1RT

EXISTING DRAINAGE
 US RTE 5 8+11.0 RT ~ EXISTING DIREHAB
 (REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)
 VT RTE 119 40+66.6 RT ~ EXISTING DIREHAB
 (REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)
 VT RTE 142 113+61.8 RT ~ EXISTING DIREHAB

NEW DRAINAGE
 ① US RTE 5 8+11.7 RT ~ 8+10.6 RT
 NEW 8" x 6' CPEP (SL) W/DI @ US RTE 5 8+11.7 (INV = 251.36)

② VT RTE 119 40+66.6 RT ~ 40+78.5
 NEW 8" x 12' CPEP (SL) W/DI @ US RTE 5 40+78.5 (INV=249.09)

**REHAB, DROP INLETS, CATCH BASINS,
OR MANHOLES CLASS F II**
 US RTE 5 8+11.0 RT
 VT RTE 119 40+66.6 RT
 VT RTE 142 113+61.8 RT

VERTICAL GRANITE CURB
 US RTE 5 7+66.1RT ~ 7+87.6 RT
 US RTE 5 7+92.0 RT ~ VT RTE 142 113+57.6 LT
 112+75 VT RTE 142 113+43.9 LT ~ 113+52.6 LT
 VT RTE 142 113+62.0 RT ~ VT RTE 119 41+30.7 RT

VT RTE 119 CURVE #1 DATA
 Δ = 19° 00' 42.80" LT
 D = 10' 48' 37.89"
 R = 530.00
 T = 88.75
 L = 175.86
 E = 7.38
 BANK = N/A

VT RTE 119 CURVE # 2 DATA
 Δ = 15° 19' 50.19" RT
 D = 11' 27' 32.96"
 R = 500.00
 T = 67.29
 L = 133.78
 E = 4.51

AHD 7+25.00
 BK 110+79.74
 EQ. = -10,354.74'

VT RTE 142 CURVE #2 DATA
 Δ = 24° 02' 20.76" LT
 D = 104° 10' 26.92"
 R = 55.00
 T = 11.71
 L = 23.08
 E = 1.23
 BANK = N/A

VT RTE 142 CURVE #1 DATA
 Δ = 6° 53' 09.15" LT
 D = 38° 11' 49.87"
 R = 150.00
 T = 9.02
 L = 18.03
 E = 0.27
 BANK = N/A

VERTICAL GRANITE CURB
 PRECAST REINFORCED CONCRETE CURB, TYPE B
 US RTE 5 7+74.1LT ~ 7+93.9 LT
 US RTE 5 9+07.9 RT ~ 9+19.1RT
 US RTE 5 8+79.9 LT ~ 8+85.4 LT
 US RTE 5 8+90.7 LT ~ 8+99.2 LT
 VT RTE 119 40+72.3 LT ~ 40+77.9 LT
 8+50 LT ~ 8+76 LT

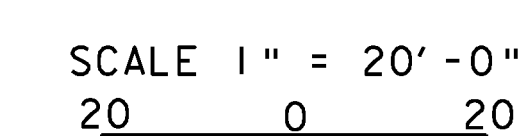
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 US RTE 5 7+74.1LT ~ 8+01.0 LT
 US RTE 5 7+66.0 RT ~ VT RTE 142 113+43.9 LT
 US RTE 5 8+76.1LT ~ 8+99.2 LT
 112+75 VT RTE 142 113+14.7 RT ~ 113+73.0 RT
 VT RTE 119 40+77.9 LT ~ US RTE 5 9+19.1RT
 SEE REVISED DRAWING PAID WITH C.O.D.

**CONCRETE SIDEWALK RAMPS W/
DETECTABLE WARNING SURFACE (SEE NOTE)**
 US RTE 5 7+97.5 LT (TYPE 1)
 US RTE 5 7+89.6 RT (TYPE 6)
 US RTE 5 8+88.3 LT (TYPE 6) 8+63
 US RTE 5 9+06.3 RT (TYPE 6) COD
 VT RTE 142 113+55.0 LT (TYPE 6)
 VT RTE 142 113+49.7 RT (TYPE 6)

REMOVING AND RESETTING CURB
 VT RTE 142 113+14.7 RT ~ 113+62.0 RT
 US RTE 5 8+76.1LT ~ 8+79.9 LT
 8+50 ~ 8+76

REMOVAL OF EXISTING CURB
 US RTE 5 7+74.1LT ~ 7+93.9 LT
 US RTE 5 7+66.1RT ~ VT RTE 142 113+43.9 LT
 US RTE 5 8+79.9 LT ~ 8+99.2 LT
 US RTE 5 9+19.1RT ~ VT RTE 119 40+77.9 LT

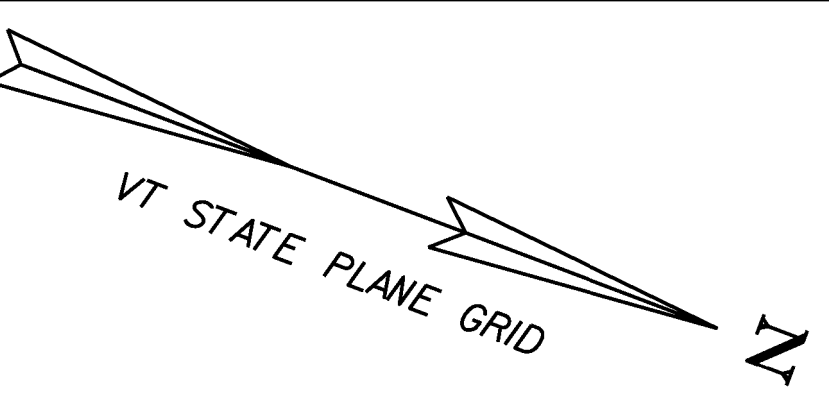
NOTE
 ALL DETECTABLE WARNING SURFACES SHALL BE CAST IRON AND SHALL BE ON THE MATERIAL AND RESEARCH ANNUAL LISTING OF QUALIFIED PRODUCTS AND MATERIALS.



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: D. SPENCER
 ROADWAY LAYOUT SHEET 1

PLOT DATE: 4/8/2010
 DRAWN BY: T. BIGELOW
 CHECKED BY: V. KACOYANNAKIS
 SHEET 102 OF 163



**REMOVE EXISTING PAVEMENT
(COMMON EXCAVATION)**
US RTE 5 13+23.7 RT ~ 14+23.6 RT

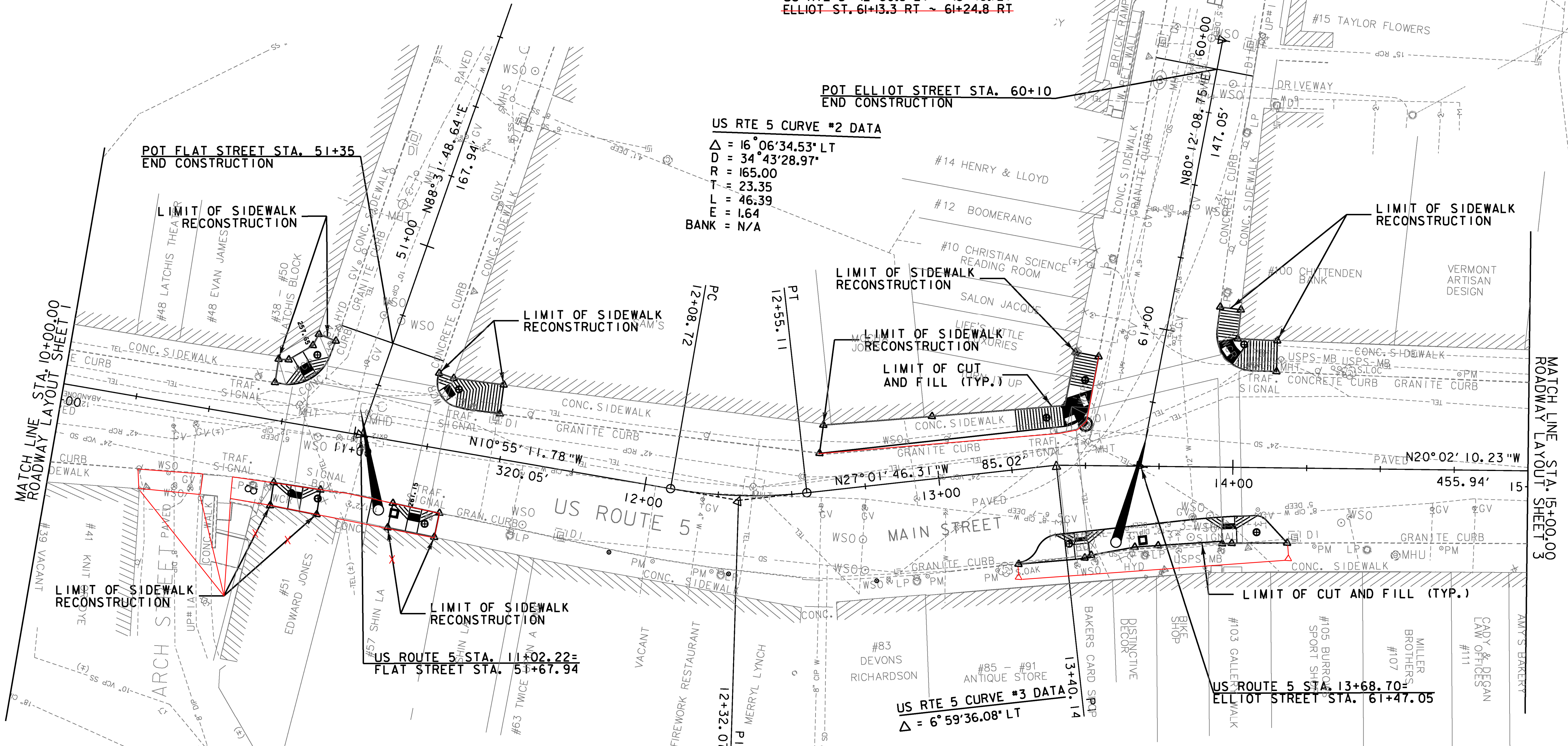
**REMOVE EXISTING CONCRETE SIDEWALK
(COMMON EXCAVATION)**
US RTE 5 10+70.5 LT ~ FLAT ST. 51+40.7 RT
FLAT ST. 51+39.4 LT ~ US RTE 5 11+47.4 LT
US RTE 5 10+75.8 RT ~ 10+91.8 RT
US RTE 5 11+09.6 RT ~ 11+32.9 RT
US RTE 5 12+60.8 LT ~ ELLIOT ST. 61+13.3 RT
ELLIOT ST. 60+88.9 LT ~ US RTE 5 14+14.4 LT

**REHAB DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I**
US RTE 5 13+50.0 LT ~ EXISTING DIREHAB

VERTICAL GRANITE CURB
US RTE 5 13+23.7 RT ~ 13+46.4 RT
US RTE 5 13+50.7 RT ~ 13+97.8 RT
US RTE 5 14+00.8 RT ~ 14+18.7 RT
10+60 RT ~ 11+32 RT

VERTICAL GRANITE CURB
**PRECAST REINFORCED CONCRETE
CURB, TYPE B**
US RTE 5 10+70.5 LT ~ 10+80.8 LT
US RTE 5 13+99.4 LT ~ 14+14.4 LT
FLAT ST. 51+40.7 RT ~ 51+53.6 RT
FLAT ST. 51+39.4 LT ~ 51+45.2 LT
ELLIOT ST. 60+88.9 LT ~ 61+00.6 LT

REMOVING AND RESETTING CURB
~~US RTE 5 10+75.8 RT ~ 10+81.8 RT~~
~~US RTE 5 10+85.8 RT ~ 10+91.8 RT~~
~~US RTE 5 11+28.5 LT ~ 11+47.4 LT~~
~~US RTE 5 11+16.8 RT ~ 11+22.9 RT~~
~~US RTE 5 11+26.9 RT ~ 11+32.9 RT~~
~~US RTE 5 12+60.8 LT ~ 13+40.1 LT~~
~~ELLIOT ST. 61+13.3 RT ~ 61+24.8 RT~~



**POT ELLIOT STREET STA. 60+10
END CONSTRUCTION**

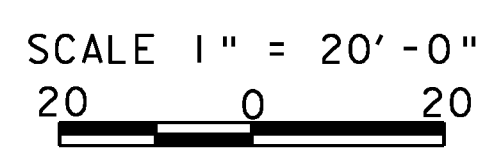
US RTE 5 CURVE #2 DATA
 $\Delta = 16^{\circ}06'34.53''$ LT
 $D = 34^{\circ}43'28.97''$
R = 165.00
T = 23.35
L = 46.39
E = 1.64
BANK = N/A

US RTE 5 CURVE #3 DATA
 $\Delta = 6^{\circ}59'36.08''$ LT

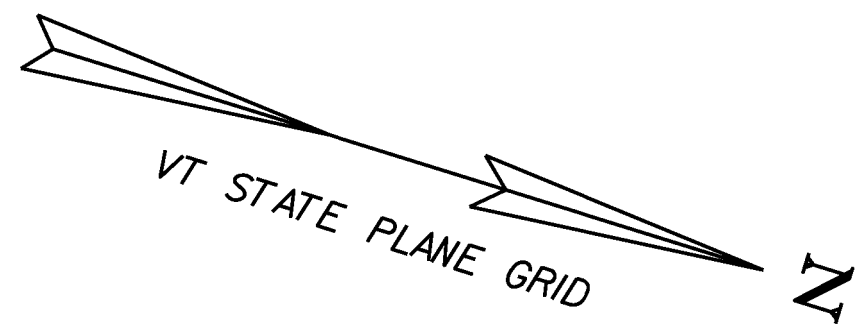
REMOVAL OF EXISTING CURB
US RTE 5 10+70.5 LT ~ 10+80.8 LT
US RTE 5 13+23.7 RT ~ 14+18.7 RT
US RTE 5 13+99.4 LT ~ 14+14.4 LT
FLAT ST. 51+40.7 RT ~ 51+53.6 RT
FLAT ST. 51+39.4 LT ~ 51+45.2 LT
ELLIOT ST. 60+88.9 LT ~ 61+00.6 LT

**PORTLAND CEMENT CONCRETE
SIDEWALK, 5 INCH**
US RTE 5 10+70.5 LT ~ FLAT ST. 51+40.7 RT
~~US RTE 5 10+75.8 RT ~ 10+91.8 RT~~
10+60 US RTE 5 11+09.6 RT ~ 11+32.9 RT
US RTE 5 13+23.7 RT ~ 14+18.7 RT
US RTE 5 13+28.3 LT ~ ELLIOT ST. 61+13.3 RT
FLAT ST. 51+39.4 LT ~ US RTE 5 11+47.4 LT
ELLIOT ST. 60+88.9 LT ~ 14+14.4 LT
ARCH ST 10+25 ~ 10+48 RT (8" THICK)

**CONCRETE SIDEWALK RAMPS W/
DETECTABLE WARNING SURFACE
(SEE NOTE ON ROADWAY LAYOUT SHEET 1)**
US RTE 5 10+83.9 RT (TYPE 6)
US RTE 5 10+82.5 LT (TYPE 5)
US RTE 5 11+24.9 RT (TYPE 6)
US RTE 5 11+26.9 LT (TYPE 6)
US RTE 5 13+45.4 LT (TYPE 6)
US RTE 5 13+48.6 RT (TYPE 5)
US RTE 5 13+98.8 RT (TYPE 5)
US RTE 5 13+96.1 LT (TYPE 6)
ELLIOT ST. 61+28.9 RT (TYPE 6)



PROJECT NAME:	BRATTLEBORO	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	T. BIGELOW
FILE NAME:	z08d044bdr.dgn	CHECKED BY:	V. KACOYANNAKIS
PROJECT LEADER:	KEN UPMAL	ROADWAY LAYOUT SHEET 2	SHEET 103 OF 163
DESIGNED BY:	D. SPENCER		



REMOVING MEDIUM TREES

~~US RTE 5 16+54.8 LT~~
~~US RTE 5 17+29.3 LT~~

**REMOVE EXISTING PAVEMENT
(COMMON EXCAVATION)**

US RTE 5 17+35.0 RT ~ 18+56.5 RT
 US RTE 5 17+36.8 LT ~ 17+79.1 LT

**REMOVE EXISTING CONCRETE SIDEWALK
(COMMON EXCAVATION)**

US RTE 5 15+66.6 LT ~ VT RTE 9 71+12.9 RT
 VT RTE 9 71+04.0 LT ~ US RTE 5 18+50.2 LT

EXISTING DRAINAGE

US RTE 5 17+50.3 LT ~ EXISTING DIREHAB
 (REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)

US RTE 5 17+43.1 RT ~ EXISTING DIREHAB
 (REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)

US RTE 5 18+48.9 RT ~ EXISTING DIREHAB
 (REMOVE FRAME AND GRATE, INSTALL NEW FRAME AND COVER)

NEW DRAINAGE

- ③ US RTE 5 17+36.5 LT ~ 17+50.3 LT
 NEW 8" X 14" CPEP (SL) W/DI@ US RTE 5 17+36.5 LT (INV=283.29)
- ④ US RTE 5 17+40.7 RT ~ 17+43.1 RT
 NEW 8" X 9" CPEP (SL) W/DI@ US RTE 5 17+40.7 RT (INV=283.29)
- ⑤ US RTE 5 18+59.1 RT ~ 18+48.9 RT
 NEW 8" X 10" CPEP (SL) W/DI@ US RTE 5 18+59.1 RT (INV=284.15)

**REHAB, DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS +II**

US RTE 5 17+50.3 LT
 US RTE 5 17+43.1 RT
 US RTE 5 18+48.9 RT

VERTICAL GRANITE CURB

US RTE 5 17+29.3 LT ~ 17+62.2 LT
 US RTE 5 17+66.0 LT ~ VT RTE 9 71+33.3 RT

REMOVING AND RESETTING CURB

~~US RTE 5 15+66.6 LT ~ 17+29.0 LT~~
~~US RTE 18+37.1 LT ~ 18+42.5 LT~~
~~VT RTE 9 71+12.9 RT ~ 71+18.9 RT~~
~~VT RTE 9 71+23.0 RT ~ 71+33.3 RT~~
~~VT RTE 9 71+12.7 LT ~ 71+17.5 LT~~

REMOVAL OF EXISTING CURB
 US RTE 5 17+29.0 LT ~ VT RTE 9 71+33.3 RT
 US RTE 5 17+35.0 RT ~ 18+56.8 RT

**PORTLAND CEMENT CONCRETE
SIDEWALK, 5 INCH**

US RTE 5 15+66.6 LT ~ VT RTE 9 71+12.9 RT
 US RTE 5 17+35.0 RT ~ 18+56.5 RT
 VT RTE 9 71+04.0 LT ~ US RTE 5 18+50.2 LT

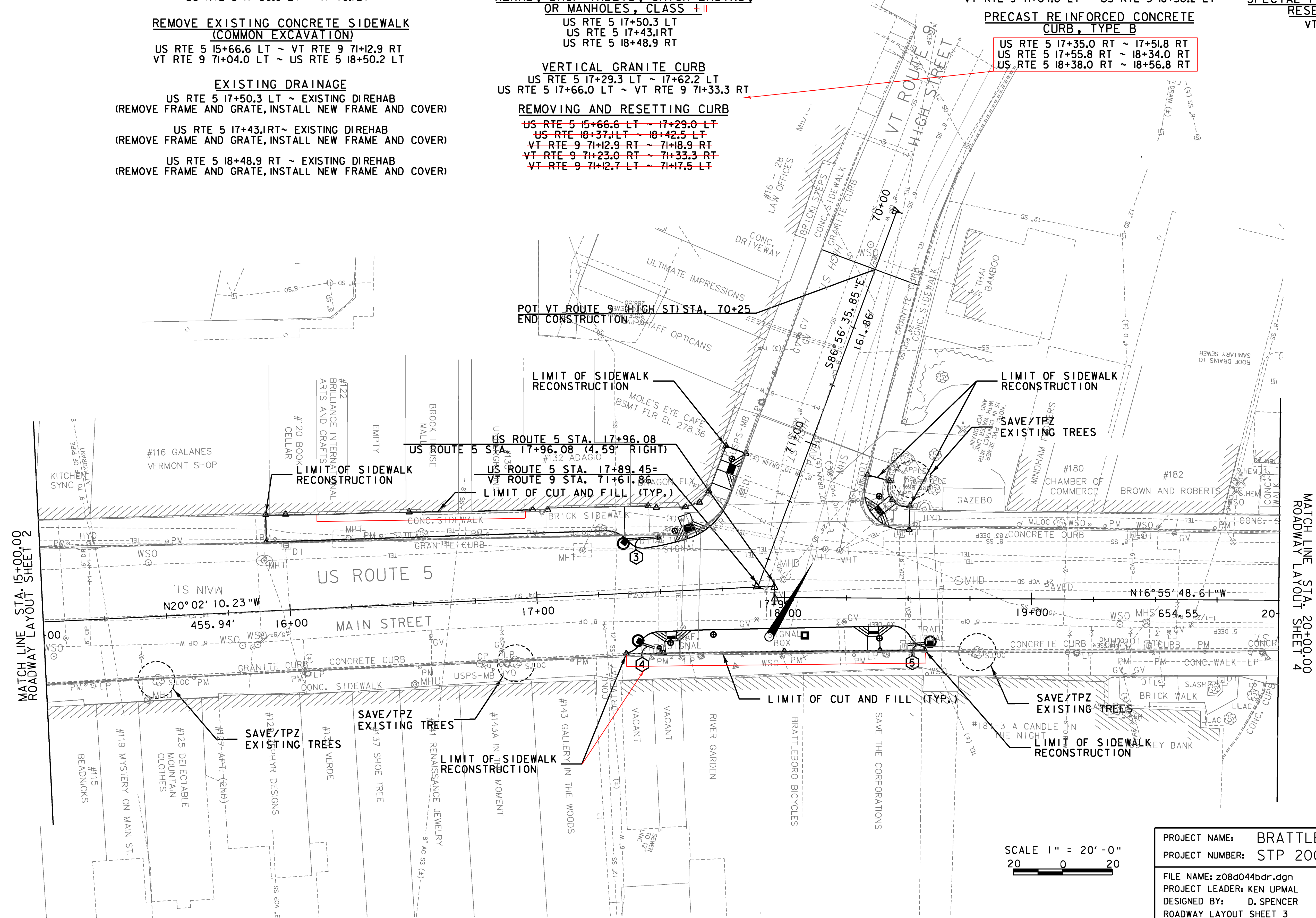
**PRECAST REINFORCED CONCRETE
CURB, TYPE B**

US RTE 5 17+35.0 RT ~ 17+51.8 RT
 US RTE 5 17+55.8 RT ~ 18+34.0 RT
 US RTE 5 18+38.0 RT ~ 18+56.8 RT

**CONCRETE SIDEWALK RAMPS W/
DETECTABLE WARNING SURFACE
(SEE NOTE ON ROADWAY LAYOUT SHEET 1)**

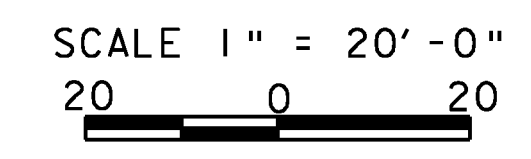
US RTE 5 17+53.8 RT (TYPE 5)
 US RTE 5 17+64.2 LT (TYPE 5)
 US RTE 5 18+35.9 RT (TYPE 5)
 US RTE 5 18+35.9 LT (TYPE 5)
 VT RTE 9 71+20.8 RT (TYPE 5)

**SPECIAL PROVISION (REMOVE AND
RESET USPS MAILBOX)
VT RTE 9 71+15.7 RT**

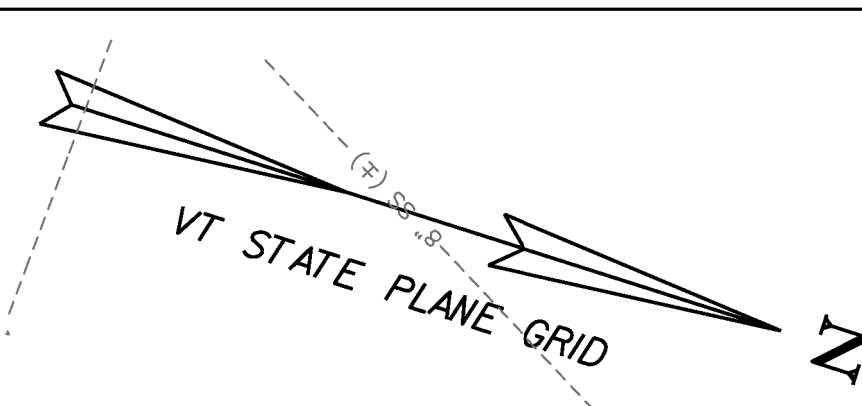


MATCH LINE STA. 15+00.00
ROADWAY LAYOUT SHEET 2

MATCH LINE STA. 20+00.00
ROADWAY LAYOUT SHEET 4



PROJECT NAME:	BRATTLEBORO	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	T. BIGELOW
FILE NAME:	z08d044bdr.dgn	CHECKED BY:	V. KACOYANNAKIS
DESIGNED BY:	D. SPENCER	ROADWAY LAYOUT SHEET 3	SHEET 104 OF 163

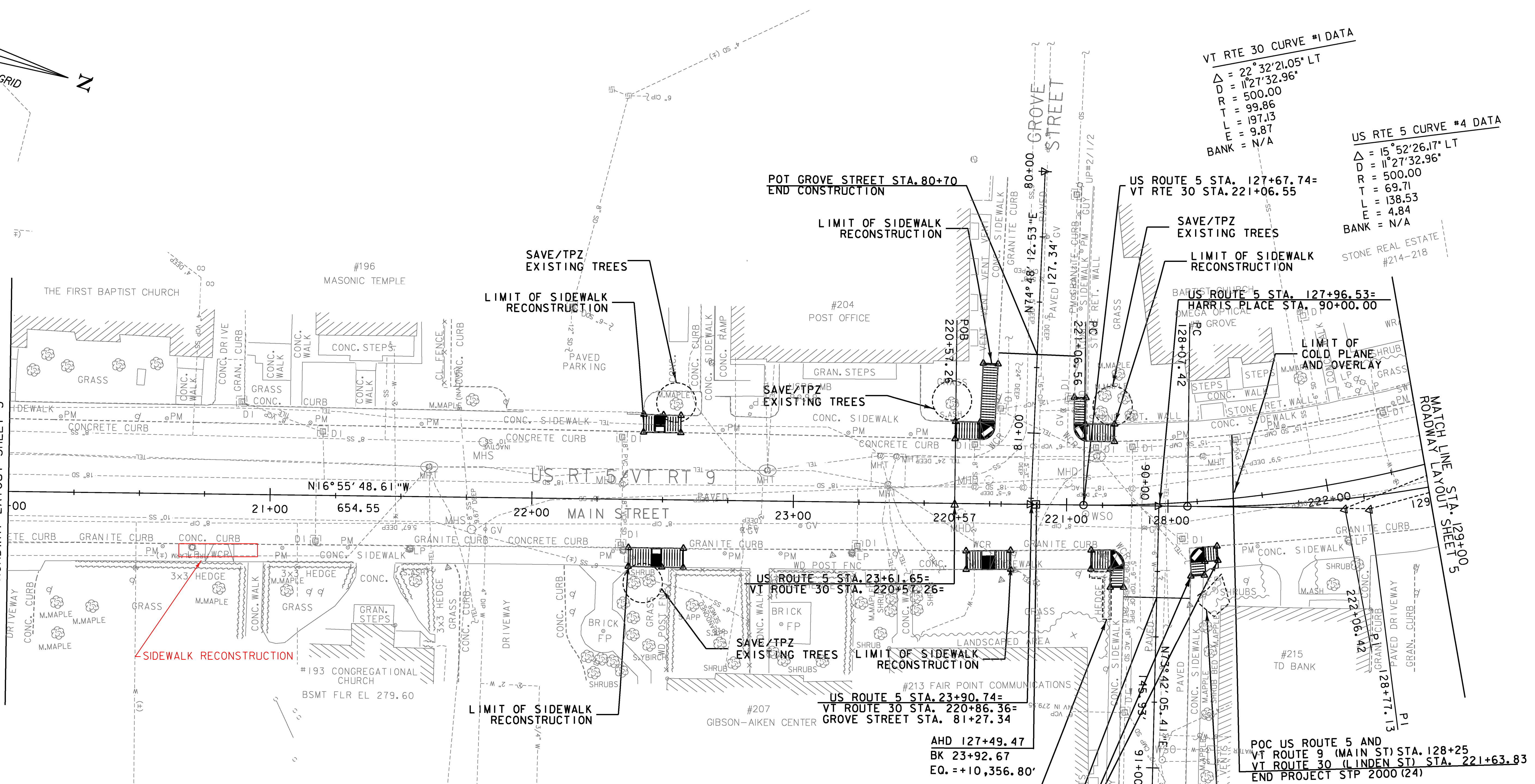


VT RTE 30 CURVE #1 DATA
 $\Delta = 22^\circ 32' 21.05''$ LT
 $D = 1127' 32.96''$
 $R = 500.00$
 $T = 99.86$
 $L = 197.13$
 $E = 9.87$
 $BANK = N/A$

US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 1127' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 $BANK = N/A$

MATCH LINE STA. 20+00.00
ROADWAY LAYOUT SHEET 3

MATCH LINE STA. 129+00.5
ROADWAY LAYOUT SHEET 5



**REMOVE EXISTING CONCRETE SIDEWALK
(COMMON EXCAVATION)**

US RTE 5 22+37.2 RT ~ 22+58.2 RT
 US RTE 5 22+42.4 LT ~ 22+56.7 LT
 US RTE 5 23+61.5 LT ~ GROVE ST. 80+74.3 RT
 US RTE 5 23+66.2 RT ~ 23+83.2 RT
 US RTE 5 127+70.9 RT ~ HARRIS PL. 90+31.4 RT
 GROVE ST. 80+85.7 LT ~ US RTE 5 127+79.3 RT
 HARRIS PL. 90+26.5 LT ~ US RTE 5 128+18.6 RT

VERTICAL GRANITE CURB

HARRIS PL. 90+24.4 RT ~ 90+31.4 RT
 HARRIS PL. 90+21.3 LT ~ 90+26.5 LT

PRECAST REINFORCED CONCRETE CURB, TYPE B

US RTE 5 22+37.2 RT ~ 22+45.9 RT
 US RTE 5 22+42.4 LT ~ 22+46.7 LT
 US RTE 5 22+50.7 LT ~ 22+56.7 LT
 US RTE 5 23+61.5 LT ~ 23+70.5 LT
 US RTE 5 127+68.6 LT ~ 127+79.3 LT
 US RTE 5 20+67 LT ~ 20+97 LT (4.3LF)

REMOVING AND RESETTING CURB

US RTE 5 22+49.9 RT ~ 22+58.2 RT
 US RTE 5 23+66.2 RT ~ 23+72.2 RT
 US RTE 5 23+77.2 RT ~ 23+83.2 RT
 US RTE 5 127+70.9 RT ~ 127+78.4 RT
 US RTE 5 128+13.8 RT ~ 128+18.6 RT
 GROVE ST. 80+74.3 RT ~ 80+95.3 RT
 GROVE ST. 80+85.7 LT ~ 80+95.7 LT

REMOVAL OF EXISTING CURB

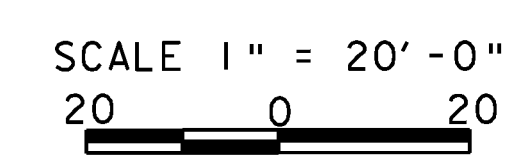
US RTE 5 22+37.2 RT ~ 22+45.9 RT
 US RTE 5 22+42.4 LT ~ 22+56.7 LT
 US RTE 5 23+61.5 LT ~ 23+70.5 LT
 US RTE 5 127+68.6 LT ~ 127+79.3 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

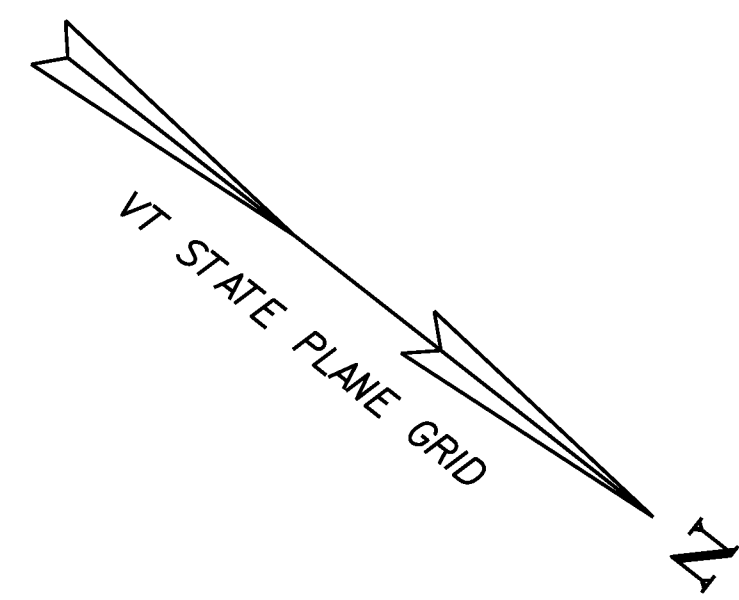
US RTE 5 22+42.4 LT ~ 26+56.7 LT
 US RTE 5 22+37.2 RT ~ 22+58.2 RT
 US RTE 5 23+61.5 LT ~ GROVE ST. 80+74.3 RT
 US RTE 5 23+66.2 RT ~ 23+83.2 RT
 US RTE 5 127+70.9 RT ~ HARRIS PL. 90+31.3 RT
 GROVE ST. 80+85.7 LT ~ US RTE 5 127+79.3 LT
 HARRIS PL. 90+26.5 LT ~ US RTE 5 128+18.6 RT
 20+67 ~ 20+97 RT

**CONCRETE SIDEWALK RAMPS W/
DETECTABLE WARNING SURFACE
(SEE NOTE ON ROADWAY LAYOUT SHEET 1)**

US RTE 5 22+48.0 RT (TYPE 6)
 US RTE 5 22+48.6 LT (TYPE 6)
 US RTE 5 23+74.9 RT (TYPE 6)
 US RTE 5 23+75.0 LT (TYPE 6)
 US RTE 5 127+64.8 LT (TYPE 6)
 US RTE 5 127+82.6 RT (TYPE 6)
 US RTE 5 128+09.9 RT (TYPE 6)



PROJECT NAME:	BRATTLEBORO	FILE NAME:	z08d044bdr.dgn	PLOT DATE:	3/16/2010
PROJECT NUMBER:	STP 2000(24)	PROJECT LEADER:	KEN UPMAL	DRAWN BY:	T. BIGELOW
		DESIGNED BY:	D. SPENCER	CHECKED BY:	V.KACOYANNAKIS
		ROADWAY LAYOUT SHEET 4			SHEET 105 OF 163



US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 $BANK = N/A$

VT RTE 30 CURVE #2 DATA
 $\Delta = 4^\circ 09' 29.62''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 36.30$
 $L = 72.57$
 $E = 0.66$
 $BANK = N/A$

VT RTE 30 CURVE #3 DATA
 $\Delta = 5^\circ 57' 56.60''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 52.11$
 $L = 104.12$
 $E = 1.36$
 $BANK = N/A$

VT RTE 30 CURVE #4 DATA
 $\Delta = 2^\circ 58' 43.26''$ RT
 $D = 6^\circ 13' 40.09''$
 $R = 920.00$
 $T = 23.92$
 $L = 47.83$
 $E = 0.31$
 $BANK = N/A$

US RTE 5 CURVE #5 DATA
 $\Delta = 15^\circ 52' 26.17''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$

US RTE 5 CURVE #6 DATA
 $\Delta = 21^\circ 13' 49.26''$
 $D = 45^\circ 51' 11.84''$
 $R = 125.00$
 $T = 23.43$
 $L = 46.32$
 $E = 2.18$
 $BANK = N/A$

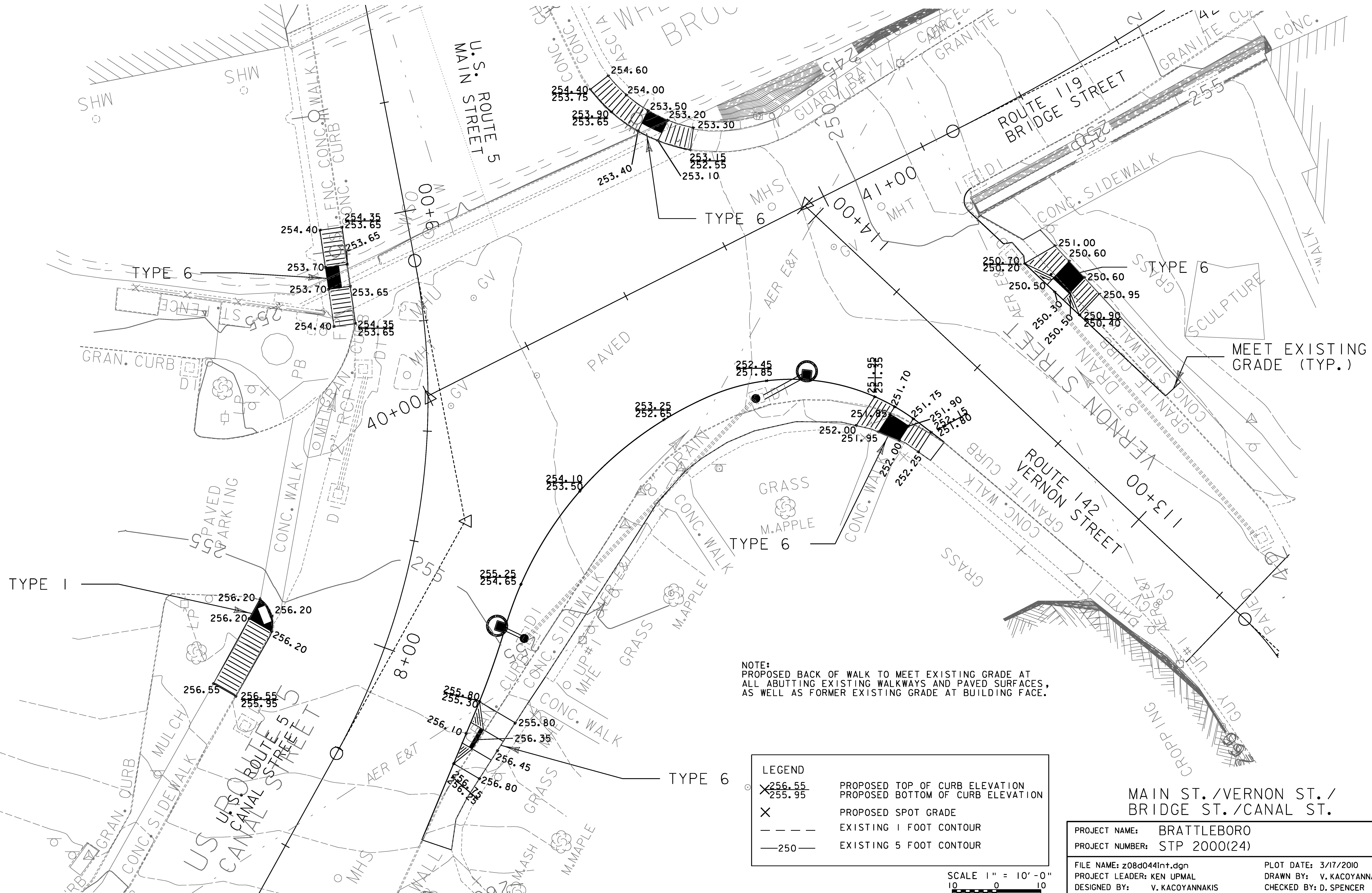
US RTE 5 CURVE #7 DATA
 $\Delta = 1^\circ 52' 03.51''$
 $D = 15^\circ 29' 07.24''$
 $R = 370.00$
 $T = 25.44$
 $L = 50.81$
 $E = 0.97$
 $BANK = N/A$

MATCH LINE
 ROADWAY LAYOUT SHEET 4
 STA 129+00.00



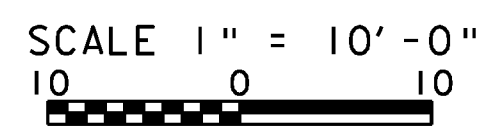
SCALE 1" = 20'-0"
 20 0 20

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/16/2010
PROJECT NUMBER: STP 2000(24)	DRAWN BY: T. BIGELOW
FILE NAME: z08d044bdr.dgn	CHECKED BY: V. KACOYANNAKIS
PROJECT LEADER: KEN UPMAL	SHEET 106 OF 163
DESIGNED BY: D. SPENCER	
ROADWAY LAYOUT SHEET 5	



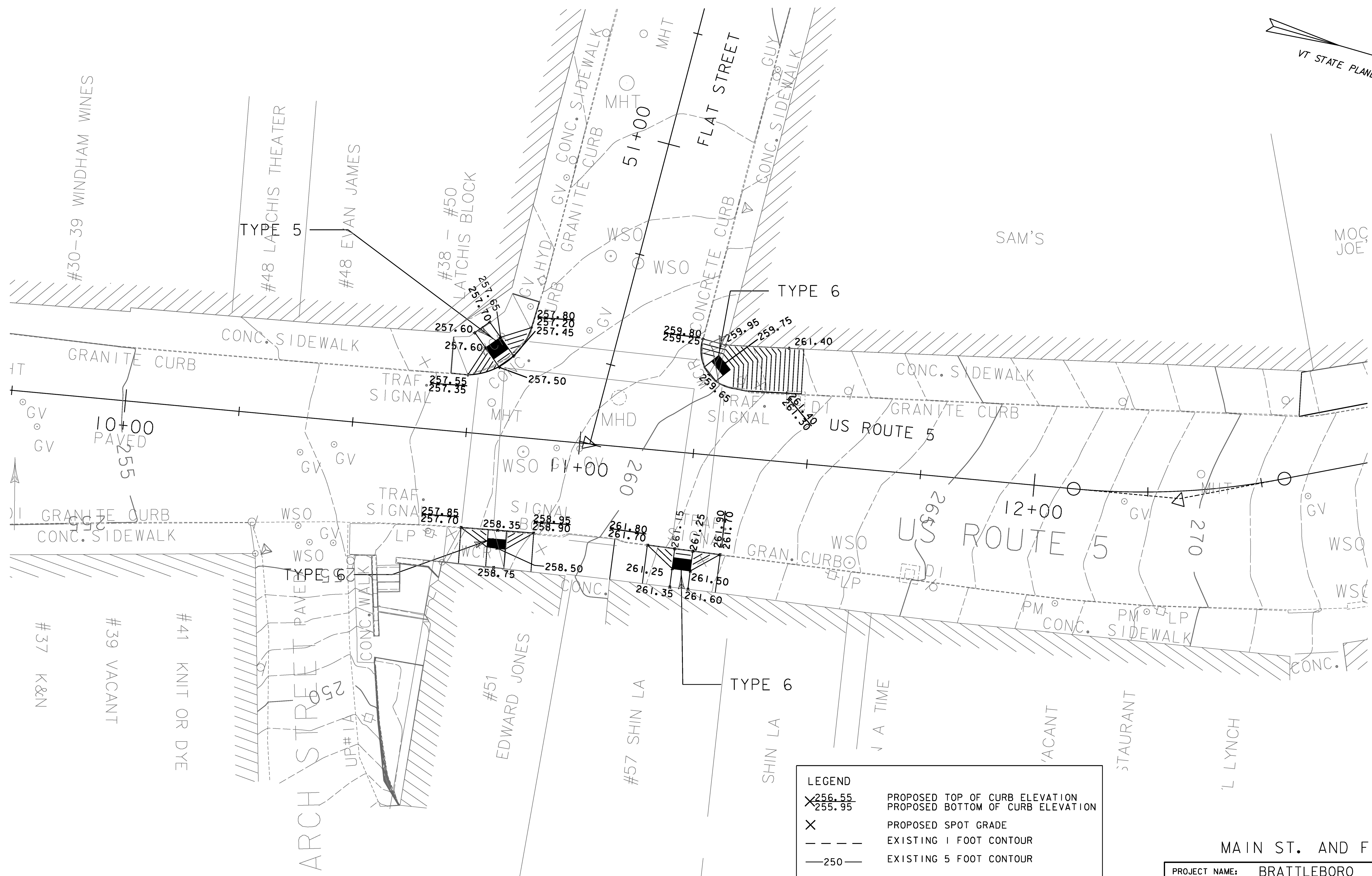
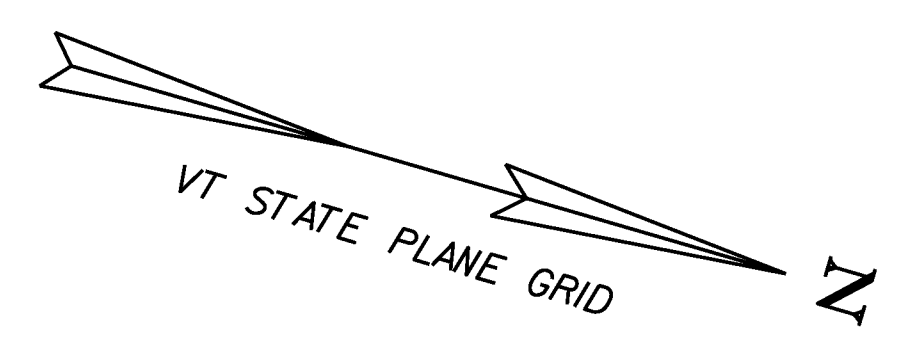
NOTE:
 PROPOSED BACK OF WALK TO MEET EXISTING GRADE AT ALL ABUTTING EXISTING WALKWAYS AND PAVED SURFACES, AS WELL AS FORMER EXISTING GRADE AT BUILDING FACE.

LEGEND	
○	PROPOSED TOP OF CURB ELEVATION
×	PROPOSED BOTTOM OF CURB ELEVATION
×	PROPOSED SPOT GRADE
- - -	EXISTING 1 FOOT CONTOUR
- - - - -	EXISTING 5 FOOT CONTOUR



MAIN ST./VERNON ST./
 BRIDGE ST./CANAL ST.

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/17/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	V. KACOYANNAKIS
FILE NAME:	z08d044int.dgn	CHECKED BY:	D. SPENCER
PROJECT LEADER:	KEN UPMAL	DETAIL GRADING PLAN SHEET 1	SHEET 107 OF 163

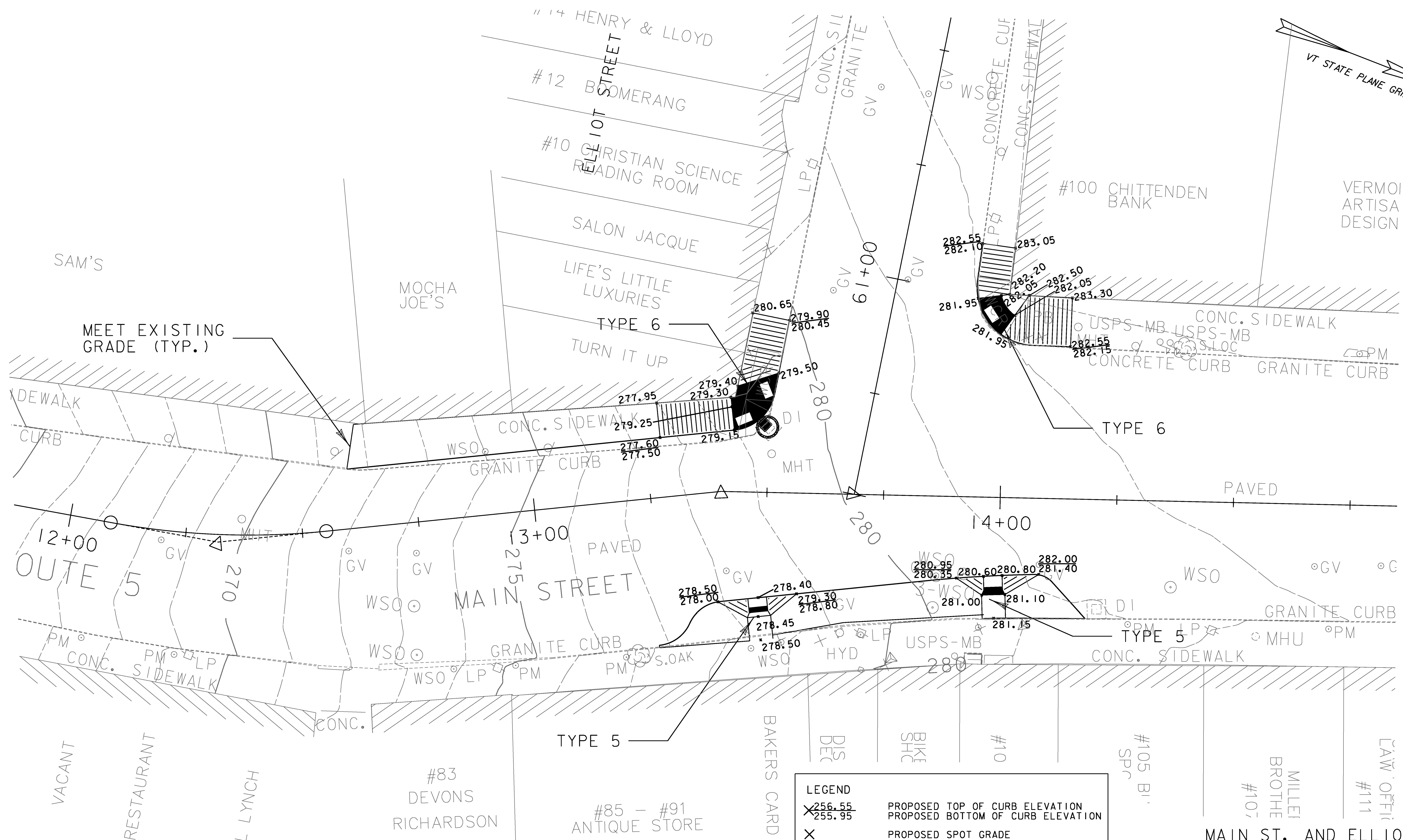
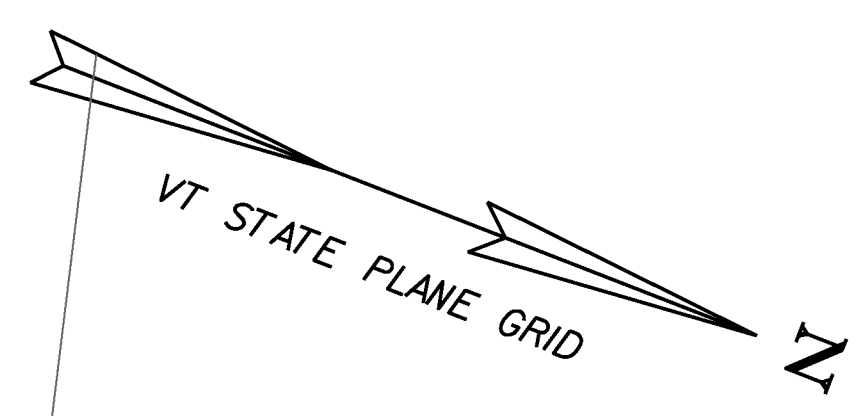


LEGEND	
X	PROPOSED TOP OF CURB ELEVATION
—	PROPOSED BOTTOM OF CURB ELEVATION
X	PROPOSED SPOT GRADE
- - -	EXISTING 1 FOOT CONTOUR
- - -	EXISTING 5 FOOT CONTOUR

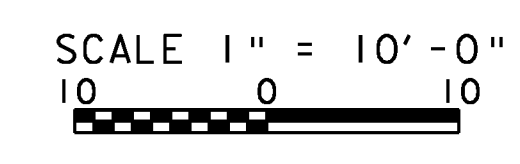
SCALE 1" = 10' - 0"
 10 0 10

MAIN ST. AND FLAT ST.

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/16/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	V. KACOYANNAKIS
FILE NAME:	z08d044int.dgn	CHECKED BY:	D. SPENCER
PROJECT LEADER:	KEN UPMAL	SHEET	108 OF 163
DESIGNED BY:	V. KACOYANNAKIS		
DETAIL GRADING PLAN SHEET 2			

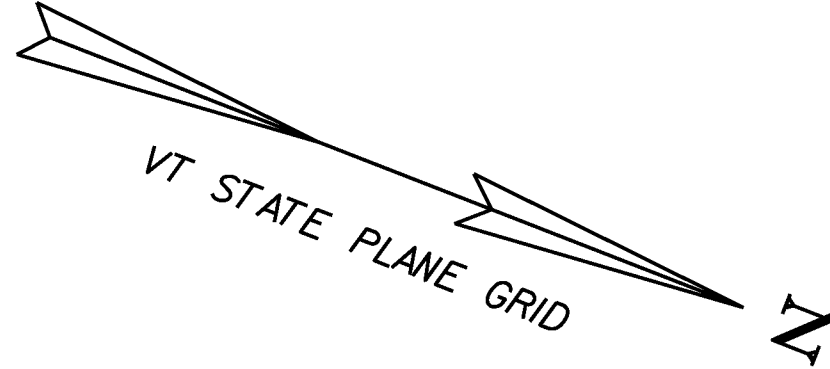


LEGEND		
X	256.55 255.95	PROPOSED TOP OF CURB ELEVATION PROPOSED BOTTOM OF CURB ELEVATION
X		PROPOSED SPOT GRADE
- - - -		EXISTING 1 FOOT CONTOUR
- - - -	250	EXISTING 5 FOOT CONTOUR



PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: STP 2000(24)	
FILE NAME: z08d044int.dgn	PLOT DATE: 3/17/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
DETAIL GRADING PLAN SHEET 3	SHEET 109 OF 163

MAIN ST. AND ELLIOT ST.



#116 GALANES
VERMONT SHOP
MEET EXISTING
GRADE (TYP.)

#122 BRILLIANCE INTERNATIONAL
ARTS AND CRAFTS
#120 BOOK CELLAR
EMPTY
BROOK HOUSE MALL
UNDERGROUND
#130

#132 ADAGIO

MOLE'S EYE CAFE
BSMT FLR EL 278.36

TYPE 5

DRAGON FLY

VT ROUTE 9
HIGH STREET

TYPE 5

US ROUTE 5

MAIN STREET

PAVED

17+96
18+00

SIGNAL BOX

TRAF. SIGNAL

GRANITE CURB
CONCRETE CURB
CONC. SIDEWALK
USPS-MB HYD

#125 DELECTABLE MOUNTAIN CLOTHES
#127 APT. (2ND)
#129 ZEPHYR DESIGNS
#135 VERDE
#137 SHOE TREE
#141 RENAISSANCE JE
#143A IN THE MOMENT
#143 GALLERY IN THE WC

TYPE 5

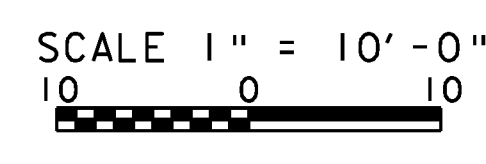
VACANT
RIVER

TYPE 5

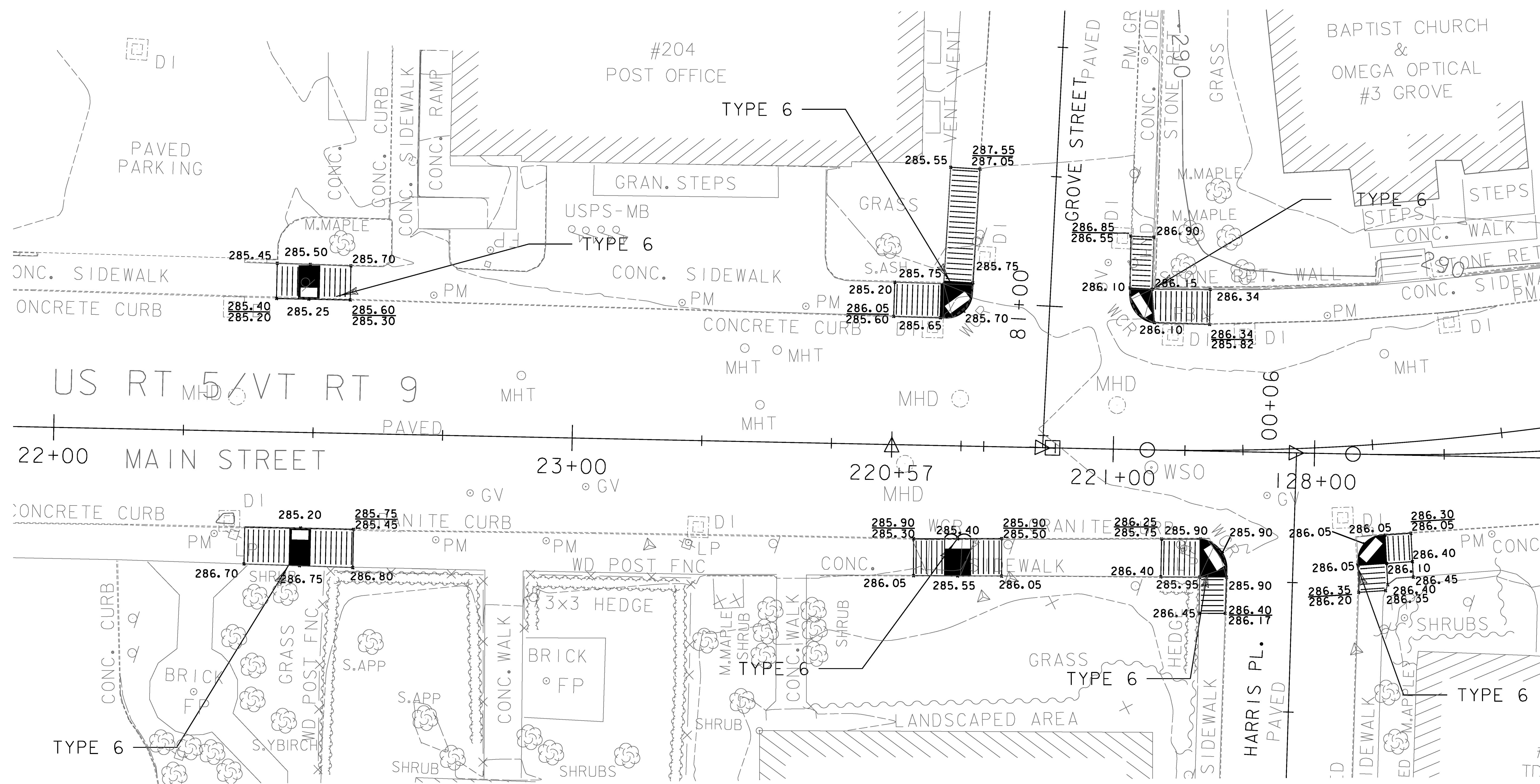
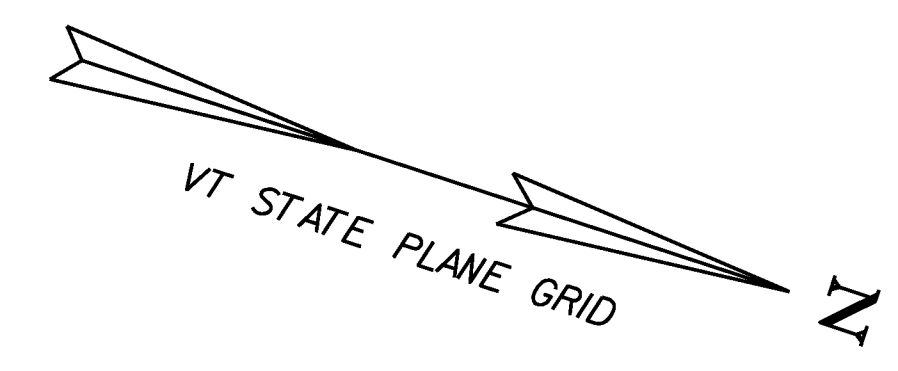
BRATTLEBORO
SAVE THE

MAIN ST. AND HIGH ST.

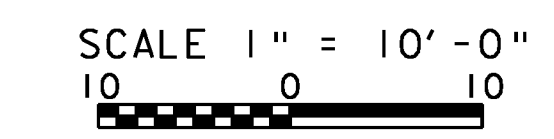
LEGEND	
X	PROPOSED TOP OF CURB ELEVATION
X	PROPOSED BOTTOM OF CURB ELEVATION
X	PROPOSED SPOT GRADE
- - -	EXISTING 1 FOOT CONTOUR
- - - - -	EXISTING 5 FOOT CONTOUR



PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/17/2010
PROJECT NUMBER:	STP 2000(24)	DESIGNED BY:	V. KACOYANNAKIS
FILE NAME:	z08d044int.dgn	CHECKED BY:	D. SPENCER
PROJECT LEADER:	KEN UPMAL	DRAWN BY:	V. KACOYANNAKIS
DESIGNED BY:	V. KACOYANNAKIS	CHECKED BY:	D. SPENCER
DETAIL GRADING PLAN SHEET 4		SHEET	110 OF 163



LEGEND	
X	PROPOSED TOP OF CURB ELEVATION
X	PROPOSED BOTTOM OF CURB ELEVATION
X	PROPOSED SPOT GRADE
---	EXISTING 1 FOOT CONTOUR
—250—	EXISTING 5 FOOT CONTOUR



MAIN ST. AND GROVE ST/HARRIS PL.

PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/16/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	V. KACOYANNAKIS
FILE NAME:	z08d044int.dgn	CHECKED BY:	D. SPENCER
PROJECT LEADER:	KEN UPMAL	DETAIL GRADING PLAN SHEET 5	SHEET III OF 163

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES SAFETY IMPROVEMENTS ALONG MAIN STREET (US 5) IN BRATTLEBORO. THE PROJECT INCLUDES INSTALLATION OF NEW TRAFFIC SIGNALS AND ASSOCIATED CURB WORK, SIDEWALK RECONSTRUCTION AND INSTALLATION OF NEW SIGNS. THE LENGTH OF THE PROJECT IS APPROXIMATELY 2108 FEET.

THE TOTAL PROJECT AREA AS SHOWN ON THE ATTACHED EPSC PLAN IS 10,045 S.F. (0.23 ACRES) AND THE AREA OF EARTH DISTURBANCE UNDER THIS PROJECT IS 10,045 S.F. (0.23 ACRES). DISTURBED AREAS INCLUDE AREAS OF FULL DEPTH SIDEWALK RECONSTRUCTION, CONSTRUCTIONS OF CURB EXTENSIONS AND RESTORATION OF ABUTTING SOFTSCAPED AREAS.

NOTE: AREA OF DISTURBANCE ALSO INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, AS WELL AS WASTE, BORROW AND STAGING AREAS, AND OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN. IT DOES NOT INCLUDE POTENTIAL OFF-SITE WASTE, BORROW AND STAGING AREAS.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

US 5 GENERALLY PARALLELS THE CONNECTICUT RIVER AND IS LOCATED ALONG THE LOWER WESTERN EDGE OF THE VALLEY. BEGINNING AT THE SOUTHERN END OF THE PROJECT, US 5 ASCENDS 30 FEET IN ELEVATION TO HIGH STREET WHERE IT THEN FLATTENS BEFORE ASCENDING AGAIN AS IT PROGRESSES TO THE NORTH. THE TOPOGRAPHY TO THE WEST IS CHARACTERIZED BY INCREASING ELEVATION PROGRESSING UP THE VALLEY. TO THE EAST, ELEVATIONS DESCEND TO THE CONNECTICUT RIVER.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

THE WHETSTONE BROOK IS CARRIED BELOW US 5 AT THE SOUTHERN END OF THE PROJECT WHERE IT THEN DISCHARGES TO THE CONNECTICUT RIVER. STORM WATER RUNOFF WITHIN THE PORTION OF THE PROJECT AREA NORTH OF THE WHETSTONE BROOK IS COLLECTED VIA A CLOSED DRAIN SYSTEM WHICH ULTIMATELY DISCHARGES INTO THE WHETSTONE BROOK THROUGH A 42" DIAMETER OUTFALL IN THE NORTH BRIDGE ABUTMENT. STORM WATER RUNOFF WITHIN THE PORTION OF THE PROJECT JUST SOUTH OF THE WHETSTONE BROOK IS COLLECTED VIA CLOSED DRAINAGE SYSTEMS WHICH ALSO DISCHARGE TO THE WHETSTONE BROOK.

1.2.3 VEGETATION

THE PROJECT IS WITHIN AN URBAN AREA AND AS SUCH VEGETATION IS MINIMAL AND IS COMPRISED OF LAWNS AND LANDSCAPED AREAS. DISTURBANCES TO VEGETATED AREAS IS ANTICIPATED TO BE MINIMAL AND ALL DISTURBED AREA ASSOCIATED WITH CONSTRUCTING THE PROPOSED SIDEWALKS WILL BE RESTORED IN KIND. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA WAS OBTAINED FROM THE VERMONT CENTER FOR GEOGRAPHIC INFORMATION WEBSITE AND THE VERMONT NRCS WEBSITE. SOILS DATA WAS DOWNLOADED FOR THE PROJECT AREA AND OVERLAID ONTO THE DESIGN. THE ONLY SOILS ON THE PROJECT SITE IS QUONSET AND WARWICK SOILS, 2 TO 8 PERCENT SLOPES AND THE SITE CLOSELY BORDERS WINDSOR LOAMY FINE SAND, 25 TO 60 PERCENT SLOPES TO THE EAST. THE "K FACTOR" FOR BOTH SOILS IS REPORTED TO BE IN THE RANGE OF 0.17 TO 0.24. THE SOIL IS CONSIDERED ERODIBLE OR POTENTIALLY ERODIBLE DUE TO SIGNIFICANT SLOPES.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:

0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: YES. LIES IN SOUTHEAST CORNER EAST OF FENCELINE AND OUTSIDE OF PROJECT AREA.
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: WHETSTONE BROOK
WETLANDS: NO

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS. HOWEVER, ANY MODIFICATIONS TO THE PROJECT THAT INCREASES THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN

ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO SUPPLEMENTED OR MODIFIED BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME. THE LENGTH OF TIME THAT SOIL IS EXPOSED SHALL BE KEPT TO A MINIMUM AT ALL TIMES. ONCE EACH CONSTRUCTION PHASE IS COMPLETED, THE SOILS SHALL BE STABILIZED TO THE SATISFACTION OF THE ENGINEER BEFORE PROCEEDING TO THE NEXT PHASE. REFER TO THE TRAFFIC MANAGEMENT PLANS FOR SUGGESTED CONSTRUCTION PHASING.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

ALL WORK IS ANTICIPATED TO BE COMPLETED WITHIN THE EXISTING ROADWAY; THEREFORE STABILIZED CONSTRUCTIONS ARE NOT ANTICIPATED TO BE REQUIRED.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

INLET PROTECTION DEVICES SHALL BE EMPLOYED WHERE SHOWN ON THE PLANS AND MAINTAINED REGULARLY.

1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AREA AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

OFFSITE RUNOFF ANTICIPATED TO BE IN THE FORM OF CONCENTRATED GUTTER FLOW AND SHALL BE DIVERTED AROUND OPEN CONSTRUCTION AREAS OR INTERCEPTED PRIOR TO ENTERING CONSTRUCTION AREAS.

1.4.6 CONSTRUCT PERMANENT CONTROLS

PERMANENT EROSION CONTROLS ARE NOT ANTICIPATED FOR THIS PROJECT.

1.4.7 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.8 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SURFACES.

1.4.9 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.10 DE-WATERING ACTIVITIES

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

DEWATERING IS NOT ANTICIPATED ON THIS PROJECT. IF DEWATERING IS REQUIRED TO FACILITATE THE INSTALLATION OF THE DRAINAGE THEN THE CONTRACTOR SHALL DEVELOP SPECIFIC MEANS FOR TREATMENT OF DISCHARGE FOR APPROVAL BY THE ENGINEER PRIOR TO STARTING OF THAT WORK WHICH REQUIRES DEWATERING.

1.4.11 INSPECT YOUR SITE

INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS AND LOW RISK SITE HANDBOOK GUIDANCE.

1.5 SEQUENCE AND STAGING

THE CONTRACT DOCUMENTS INCLUDE A SUGGESTED TRAFFIC MANAGEMENT PLAN. THIS SUGGESTED PHASING SHALL INCORPORATE THE PROPOSED EPSC MEASURES. IF THE CONTRACTOR WISHES TO PROPOSE AN ALTERNATE PHASING THEN THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES

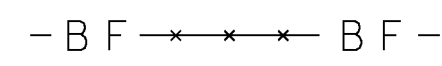
IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000 (24)

FILE NAME: z08d044ecnar.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: E. ATKINS
EROSION CONTROL NARRATIVE

PLOT DATE: 4/8/2010
DRAWN BY: M. BONADIO
CHECKED BY: E. ATKINS
SHEET 112 OF 163

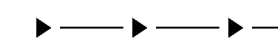
BARRIER FENCE (LINE STYLE)
653.50



BRUSH LAYER
DETAIL



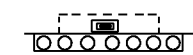
CHECK DAM (LINE STYLE)
653.25, DETAIL



COFFERDAM (LINE STYLE)
208.40



CURB DROP INLET PROTECTION
653.40, DETAIL



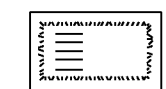
DUST CONTROL
609.10 & 609.15



PIPE INLET PROTECTION
653.40, DETAIL



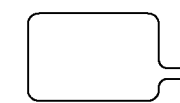
EXCAVATED DROP INLET PROTECTION
653.40, DETAIL



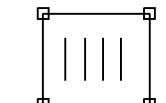
FIBER ROLL (EROSION LOG)
653.60, DETAIL



FILTER BAG
653.45, DETAIL



FILTER FABRIC DROP INLET PROTECTION
653.40, DETAIL



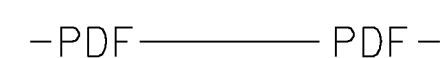
LIVE CUTTINGS/LIVE STAKES PLANTING
DETAIL



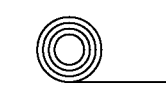
LIVE FASCINE
653.65, DETAIL



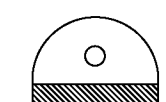
PROJECT DEMARCATION FENCE (LINE STYLE) -PDF-
653.55



ROLLED EROSION CONTROL PRODUCT (RECP)
653.20 (TEMP. EROSION MATTING)



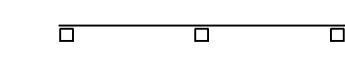
SEDIMENT BASIN
INCIDENTAL TO COFFERDAM 208.40



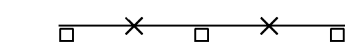
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS

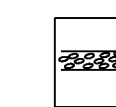
SILT FENCE(LINE STYLE)
649.51, DETAIL



SILT FENCE WOVEN WIRE(LINE STYLE)
649.515, DETAIL



STABILIZED CONSTRUCTION ENTRANCE
653.35, DETAIL, VEHICLE TRACKING PAD



STONE & BLOCK DROP INLET PROTECTION
653.40, DETAIL



SURFACE ROUGHENING
INCIDENTAL TO CONTRACT



TURBIDITY CURTAIN
649.61, DETAIL, FILTER CURTAIN



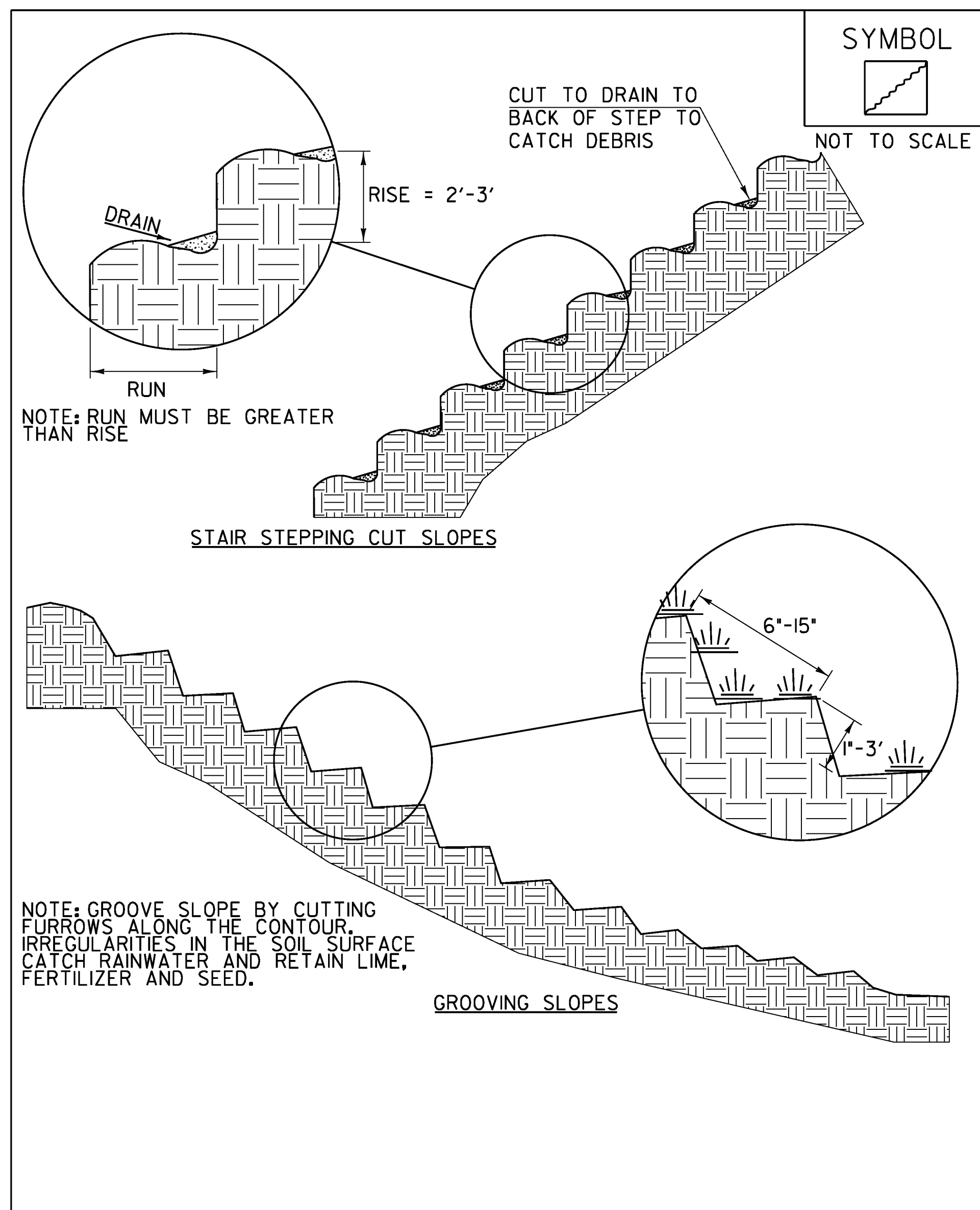
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044ecde+.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY:
EPSC EROSION CONTROL LEGEND

PLOT DATE: 3/12/2010
DRAWN BY: A.ACHARYA
CHECKED BY: D. SPENCER
SHEET 113 OF 163



ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
 ORIGINALLY DEVELOPED BY USDA-NRCS
 VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SURFACE ROUGHENING

NOTES:
 REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR
 EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM
 THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL
 GUIDANCE.

THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE
 CONTRACT

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF

VAOT RURAL AREA MIX					
% WEIGHT	LBS/AC		NAME	GERM %	PURITY %
	BROADCAST	HYDROSEED			
37.5%	22.5	45	CREeping RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX					
% WEIGHT	LBS/AC		NAME	GERM %	PURITY %
	BROADCAST	HYDROSEED			
42.5%	34	68	CREeping RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

GENERAL GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	19-19-19	PELLETIZED	LIQUID
500 LBS/AC		2 TONS/AC	4.4 GAL/AC

- CONSTRUCTION GUIDANCE**
- RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
 - URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
 - ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
 - FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
 - HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE , ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
 - TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS , OR AS DIRECTED BY THE ENGINEER.
 - HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
 - TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

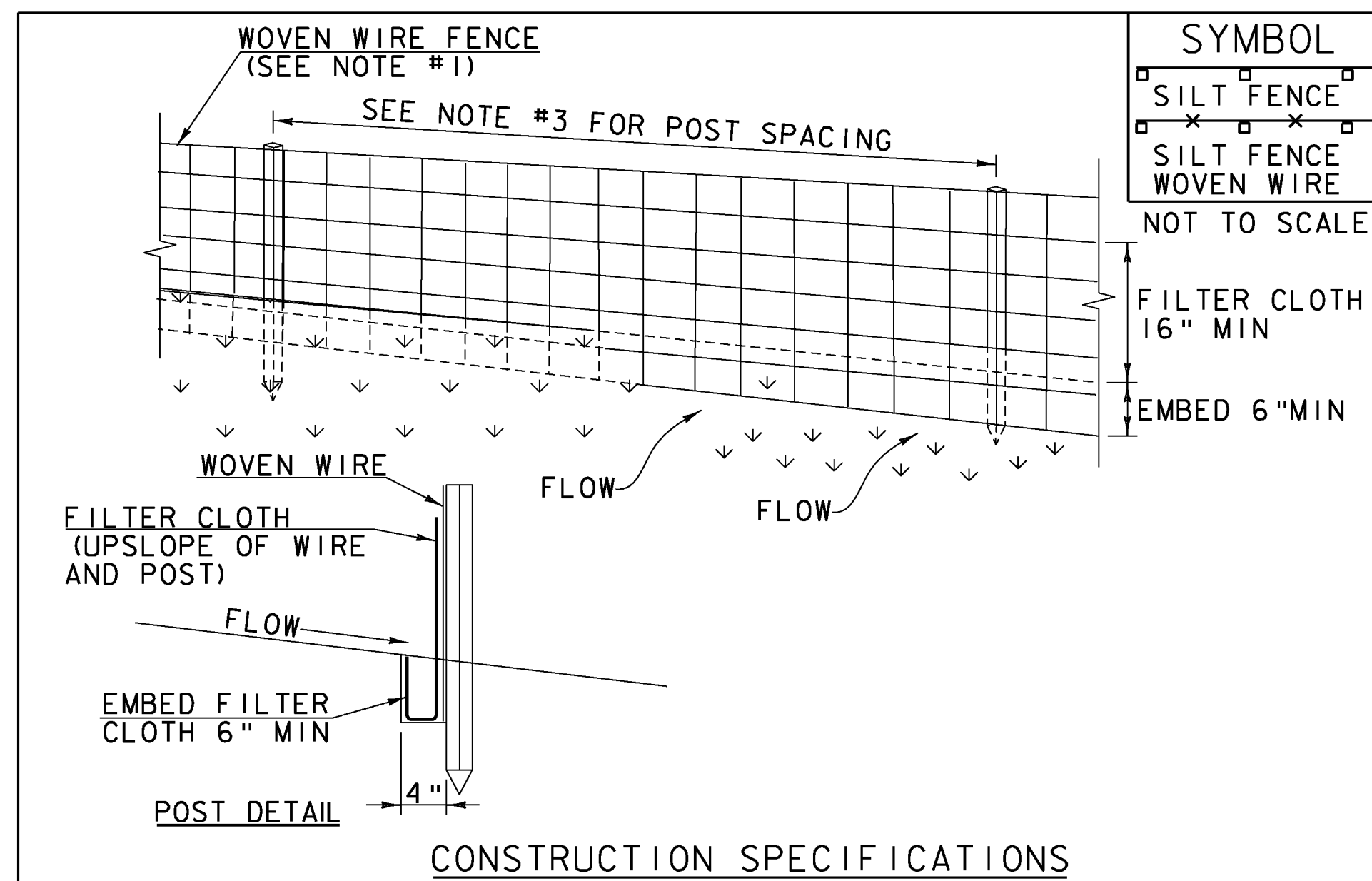
ADAPTED FROM VTRANS TECHNICAL LANSCAPE MAUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

REVISIONS	
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044ecde+.dgn PLOT DATE: 3/12/2010
 PROJECT LEADER: KEN UPMAL DRAWN BY: A.ACHARYA
 DESIGNED BY: CHECKED BY: D. SPENCER
 EPSC EROSION CONTROL DETAILS SHEET SHEET 114 OF 163



- CONSTRUCTION SPECIFICATIONS**
1. WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
 2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI00X, STABILINKA T140N OR APPROVED EQUIVALENT.
 3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
 4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
 5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
 6. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUIVALENT.
 7. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

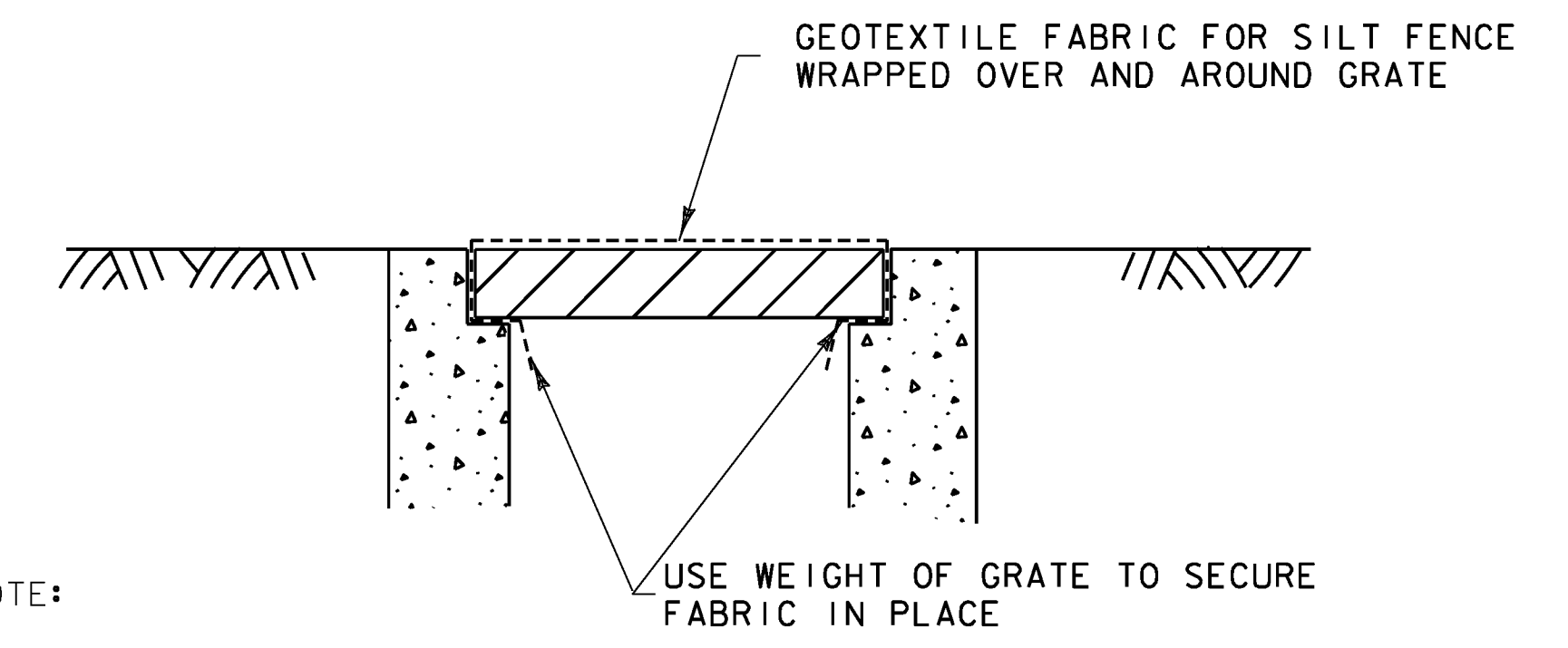
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
 ORIGINALLY DEVELOPED BY USDA-NRCS
 VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

NOTES:
 REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR
 EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM
 THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL
 GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH
 SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE
 FOR SILT FENCE (PAY ITEM 649.51) OR GEOTEXTILE FOR
 SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

REVISIONS		
MARCH 21, 2008	WHF	
DECEMBER 11, 2008	WHF	
JANUARY 13, 2009	WHF	



NOTE:
 THE CONTRACTOR SHALL INSPECT ALL INSTALLATIONS DAILY
 AND REPAIR/REPLACE FABRIC AS REQUIRED OR REMOVE AND DISPOSE OF
 COLLECTED DEBRIS. NO DEBRIS SHALL BE DISPOSED OF INTO INLETS.

TYPICAL FILTER FABRIC INSTALLATION FOR INLET PROTECTION IN AREAS SUBJECT TO TRAFFIC

INLET PROTECTION

APPLICATION NOTES:

- A. THE PRIMARY PURPOSE OF INLET PROTECTION IS TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE STRUCTURE, WHILE STILL ALLOWING THE WATER TO DRAIN. THIS WORKS BY PONDING THE WATER, WHICH WILL ALLOW THE SEDIMENT TO FALL OUT OF SUSPENSION, BEFORE THE WATER ENTERS THE STRUCTURE.
- B. THESE EXAMPLES OF INLET PROTECTION ARE NOT INTENDED TO CAUSE STORMWATER TO BYPASS THE STRUCTURE AND CREATE ADDITIONAL EROSION OR FLOODING. IN THE CASE WERE THE INLET PROTECTION STRUCTURE HAS CAUSED WATER TO BYPASS THE DRAINAGE STRUCTURE, ADDITIONAL PROTECTION DEVICES WILL BE REQUIRED. POSSIBLE MODIFICATIONS MAY INCLUDE ADDING CHECK DAMS UPSTREAM OF THE INLET TO CREATE MORE PONDING AND TO SLOW VELOCITIES. A BERM DOWNSTREAM OF THE INLET TO CREATE ADDITIONAL PONDING MAY ALSO BE UTILIZED.
- C. DETAILS SHOWN SHALL BE USED FOR TEMPORARY INSTALLATION ONLY.
- D. USE OF PREFABRICATED INLET PROTECTION SHALL BE AS APPROVED IN THE EPSCP.

GENERAL NOTES:

1. SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO MINIMIZE UNNECESSARY JOINTS.
2. INLET PROTECTION SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE STORMWATER TO LEAVE THE CONSTRUCTION SITE, UNLESS OTHERWISE INDICATED ON THIS SHEET.
3. INLET PROTECTION SHALL BE CLEANED AND REPAIRED AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE HEIGHT OR AS RECOMMENDED BY THE MANUFACTURER. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED WASTE SITE.
4. PREFABRICATED INLET PROTECTION SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION.
5. PAYMENT SHALL BE MADE UNDER CONTRACT ITEM 653.40 INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC).

INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC) NOT TO SCALE

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/12/2010
PROJECT NUMBER: STP 2000(24)	DRAWN BY: A.ACHARYA
FILE NAME: z08d044ecde+.dgn	CHECKED BY: D. SPENCER
PROJECT LEADER: KEN UPMAL	SHEET 115 OF 163
DESIGNED BY:	
EPSC EROSION CONTROL DETAILS SHEET	

VT STATE PLANE GRID
 US RTE 5 CURVE #1 DATA
 $\Delta = 39^\circ 53' 25.16" \text{ LT}$
 $D = 165.00$
 $R = 59.88$
 $T = 14.88$
 $L = 10.53$
 BANK = N/A

POT US ROUTE 5 STA. 7+65
 BEGIN PROJECT STP 2000 (24)
 US ROUTE 5 STA. 8+57.96 =
 VT ROUTE 119 STA. 40+00.00

POC VT ROUTE 119 STA. 42+50.00
 END COLD PLANE AND OVERLAY
 END PROJECT STP 2000 (24)

VT RTE 119 CURVE #1 DATA
 $\Delta = 19^\circ 00' 42.80" \text{ LT}$
 $D = 10^\circ 48' 37.89" \text{ LT}$
 $R = 530.00$
 $T = 88.75$
 $L = 175.86$
 $E = 7.38$
 BANK = N/A

VT RTE 119 CURVE #2 DATA
 $\Delta = 15^\circ 19' 50.19" \text{ RT}$
 $D = 11^\circ 27' 32.96" \text{ RT}$
 $R = 500.00$
 $T = 67.29$
 $L = 133.78$
 $E = 4.51$

VT RTE 142 CURVE #2 DATA
 $\Delta = 24^\circ 02' 20.76" \text{ LT}$
 $D = 104^\circ 10' 26.92" \text{ LT}$
 $R = 55.00$
 $T = 11.71$
 $L = 23.08$
 $E = 1.23$
 BANK = N/A

VT RTE 142 CURVE #1 DATA
 $\Delta = 6^\circ 53' 09.15" \text{ LT}$
 $D = 38^\circ 11' 49.87" \text{ LT}$
 $R = 150.00$
 $T = 9.02$
 $L = 18.03$
 $E = 0.27$
 BANK = N/A

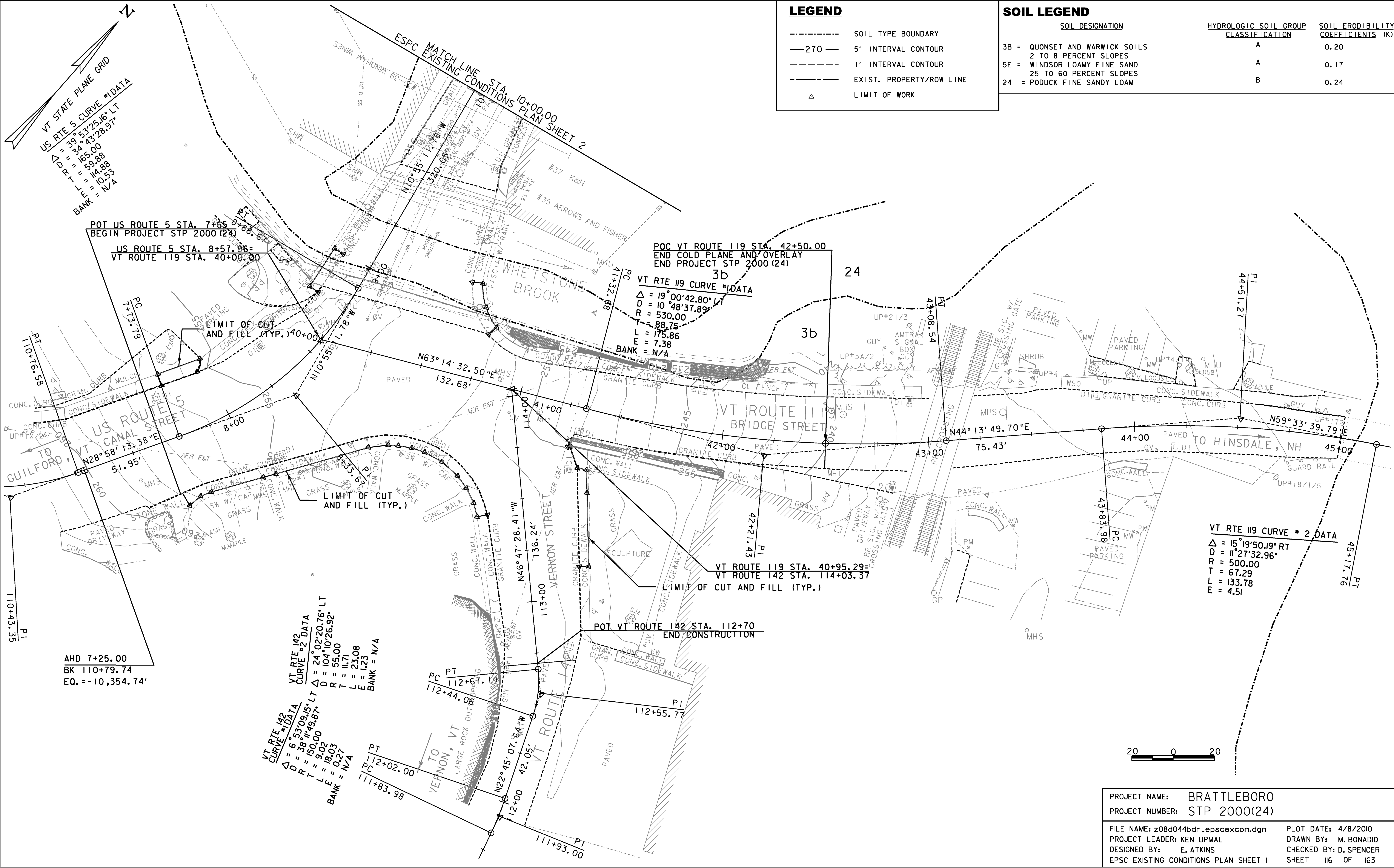
AHD 7+25.00
 BK 110+79.74
 EQ. = -10,354.74'

LEGEND

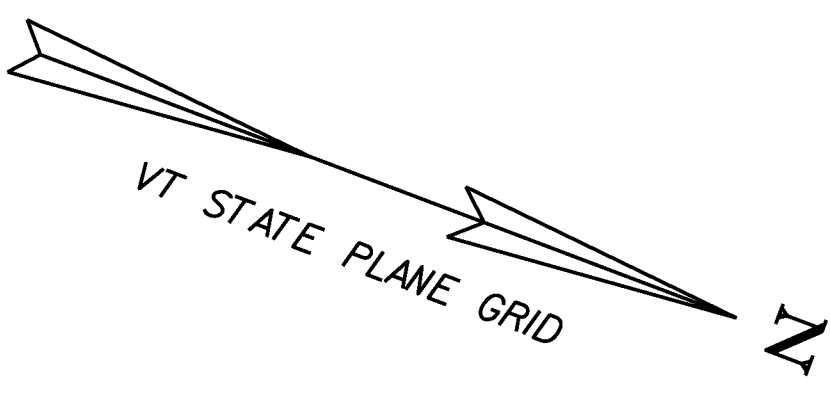
- SOIL TYPE BOUNDARY
- 270- 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- ▲ LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044bdr_epscexcon.dgn PLOT DATE: 4/8/2010
 PROJECT LEADER: KEN UPMAL DRAWN BY: M. BONADIO
 DESIGNED BY: E. ATKINS CHECKED BY: D. SPENCER
 EPSC EXISTING CONDITIONS PLAN SHEET 1 SHEET 116 OF 163

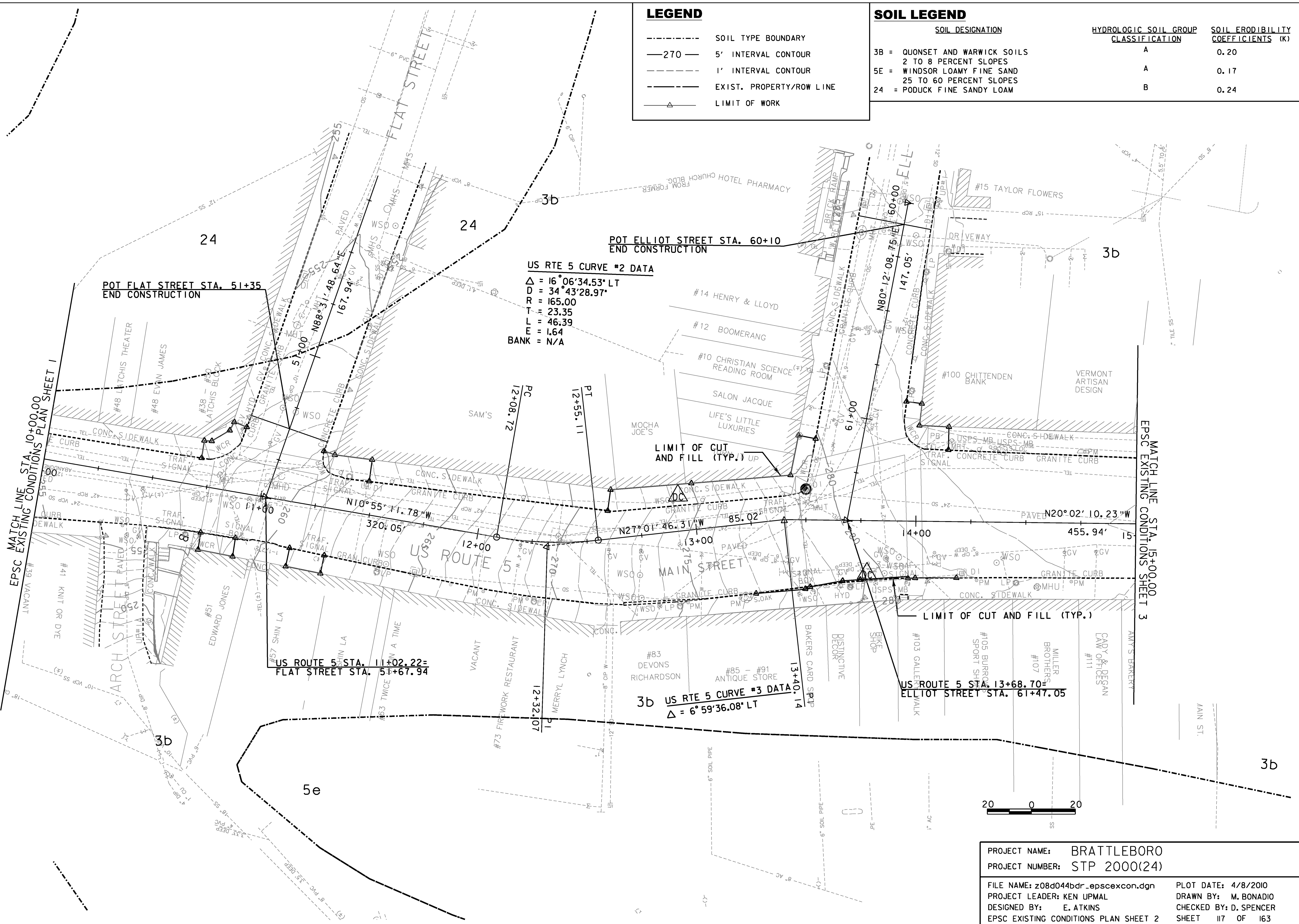


LEGEND

- SOIL TYPE BOUNDARY
- 270— 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- ▲ LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24



PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epscexcon.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: E. ATKINS
EPSC EXISTING CONDITIONS PLAN SHEET 2

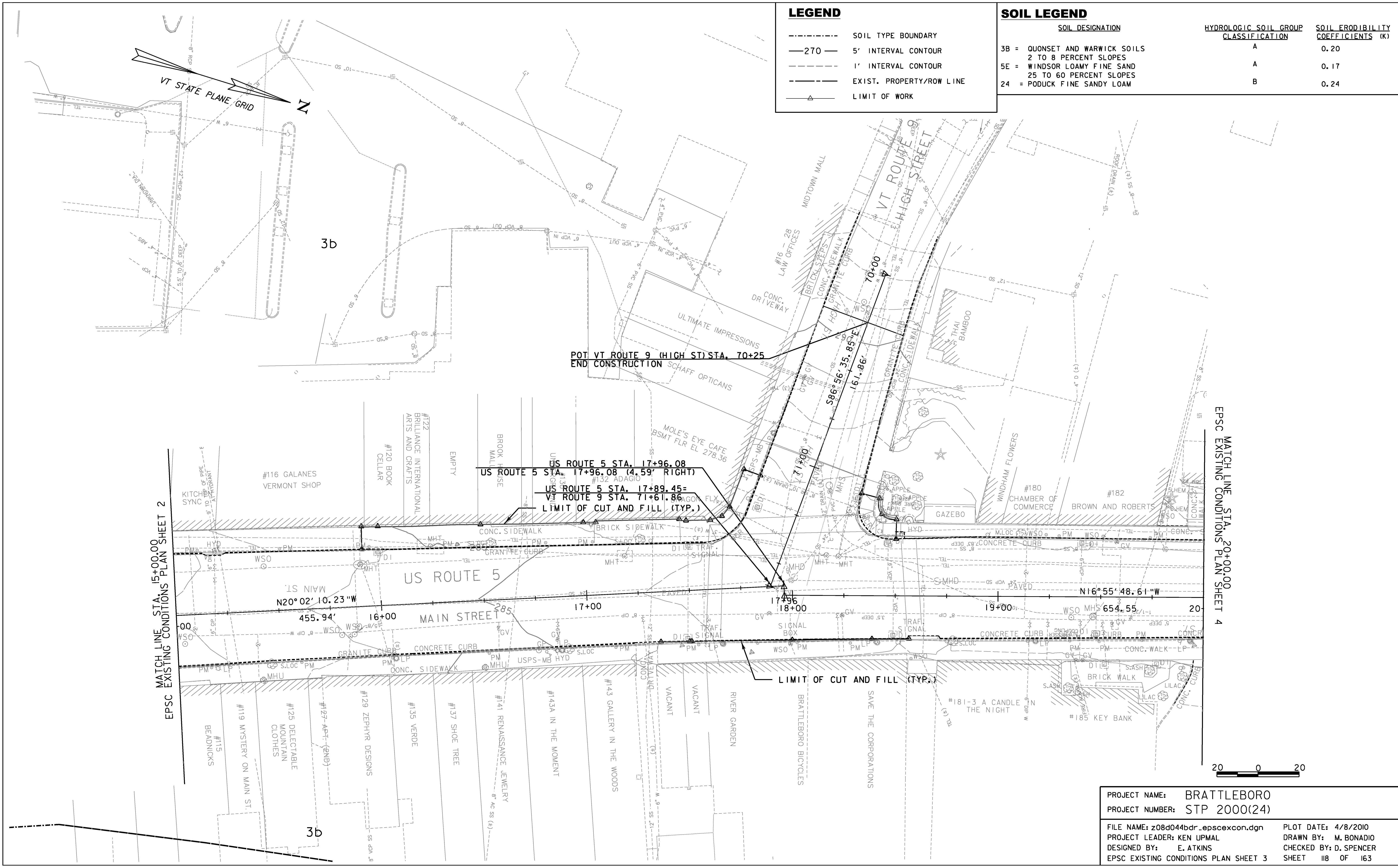
PLOT DATE: 4/8/2010
DRAWN BY: M. BONADIO
CHECKED BY: D. SPENCER
SHEET 117 OF 163

LEGEND

---	SOIL TYPE BOUNDARY
—270—	5' INTERVAL CONTOUR
----	1' INTERVAL CONTOUR
---	EXIST. PROPERTY/ROW LINE
▲	LIMIT OF WORK

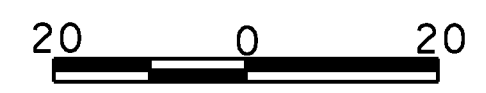
SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

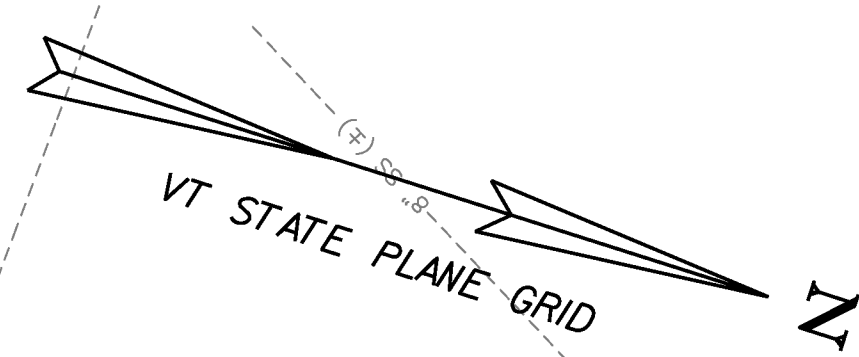


MATCH LINE STA. 15+00.00
EPSC EXISTING CONDITIONS PLAN SHEET 2

MATCH LINE STA. 20+00.00
EPSC EXISTING CONDITIONS PLAN SHEET 4



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044bdr_epscexcon.dgn
DESIGNED BY:	E. ATKINS
EPSC EXISTING CONDITIONS PLAN SHEET 3	
PLOT DATE:	4/8/2010
DRAWN BY:	M. BONADIO
CHECKED BY:	D. SPENCER
SHEET	118 OF 163



LEGEND

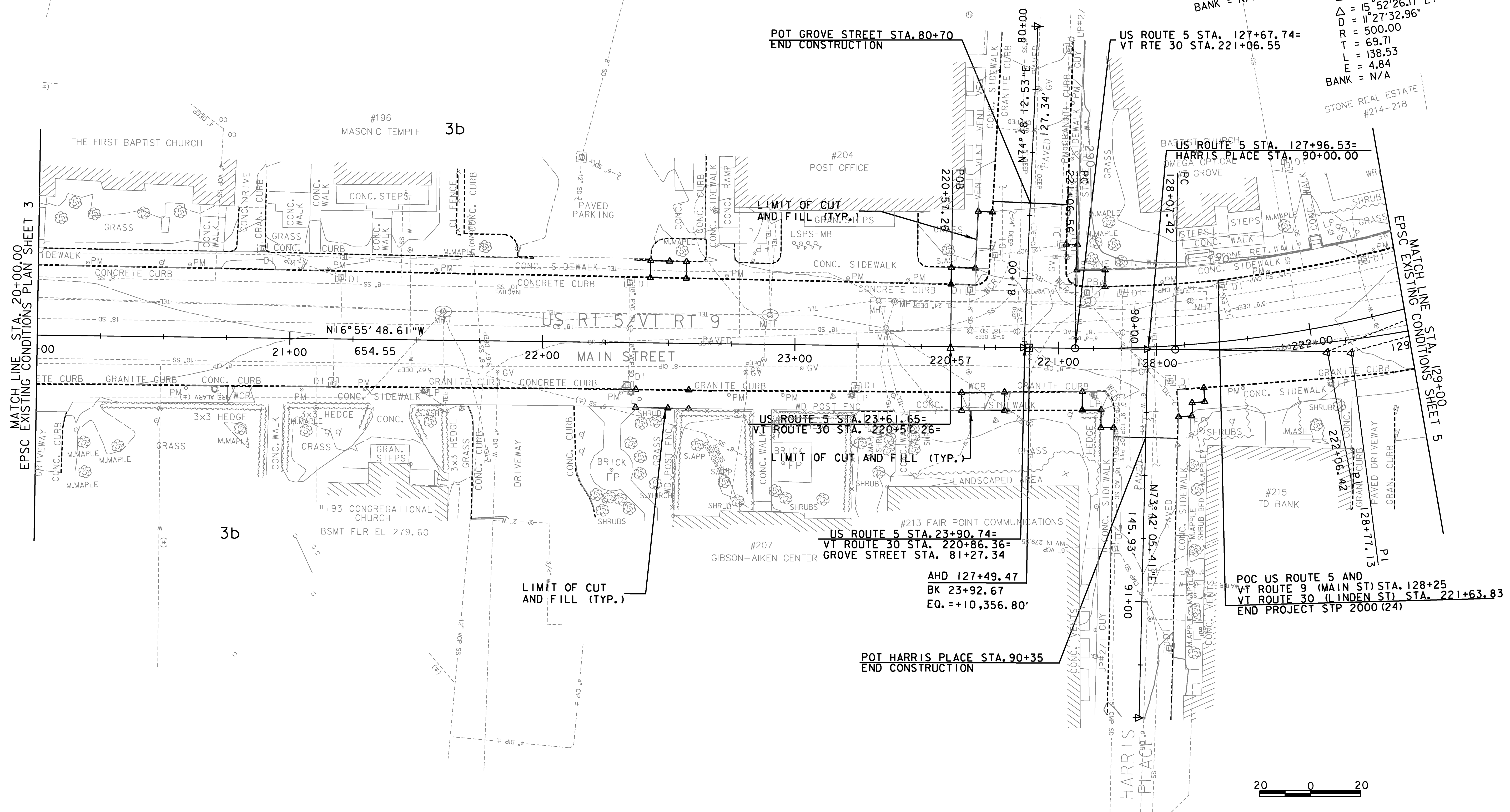
- SOIL TYPE BOUNDARY
- 270— 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- △ LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
3B = QUONSET AND WARWICK SOILS 2 TO 8 PERCENT SLOPES	A	0.20
5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24

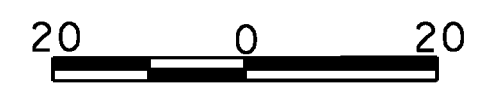
$L = 197.13$
 $E = 9.87$
 BANK = N/A

US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 BANK = N/A

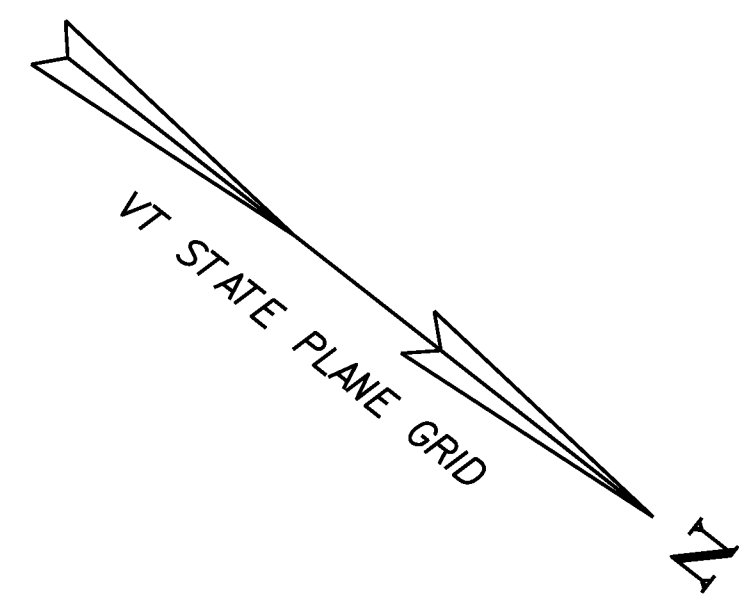


MATCH LINE STA. 20+00.00
 EPSC EXISTING CONDITIONS PLAN SHEET 3

MATCH LINE STA. 129+00
 EPSC EXISTING CONDITIONS SHEET 5



PROJECT NAME:	BRATTLEBORO		
PROJECT NUMBER:	STP 2000(24)		
FILE NAME:	z08d044bdr_epscexcon.dgn	PLOT DATE:	3/12/2010
PROJECT LEADER:	KEN UPMAL	DRAWN BY:	M. BONADIO
DESIGNED BY:	E. ATKINS	CHECKED BY:	D. SPENCER
EPSC EXISTING CONDITIONS PLAN SHEET 4	SHEET 119 OF 163		

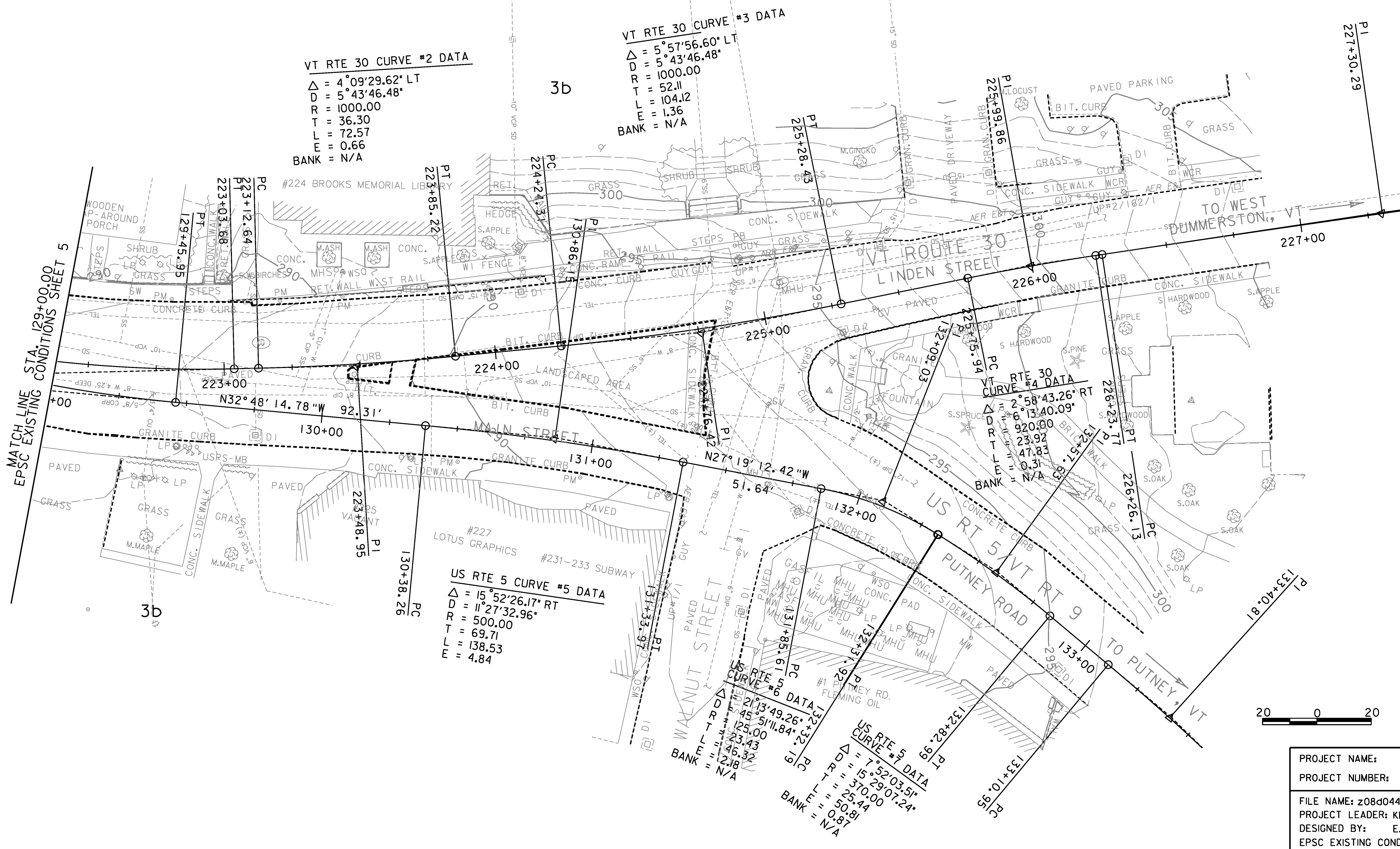


LEGEND

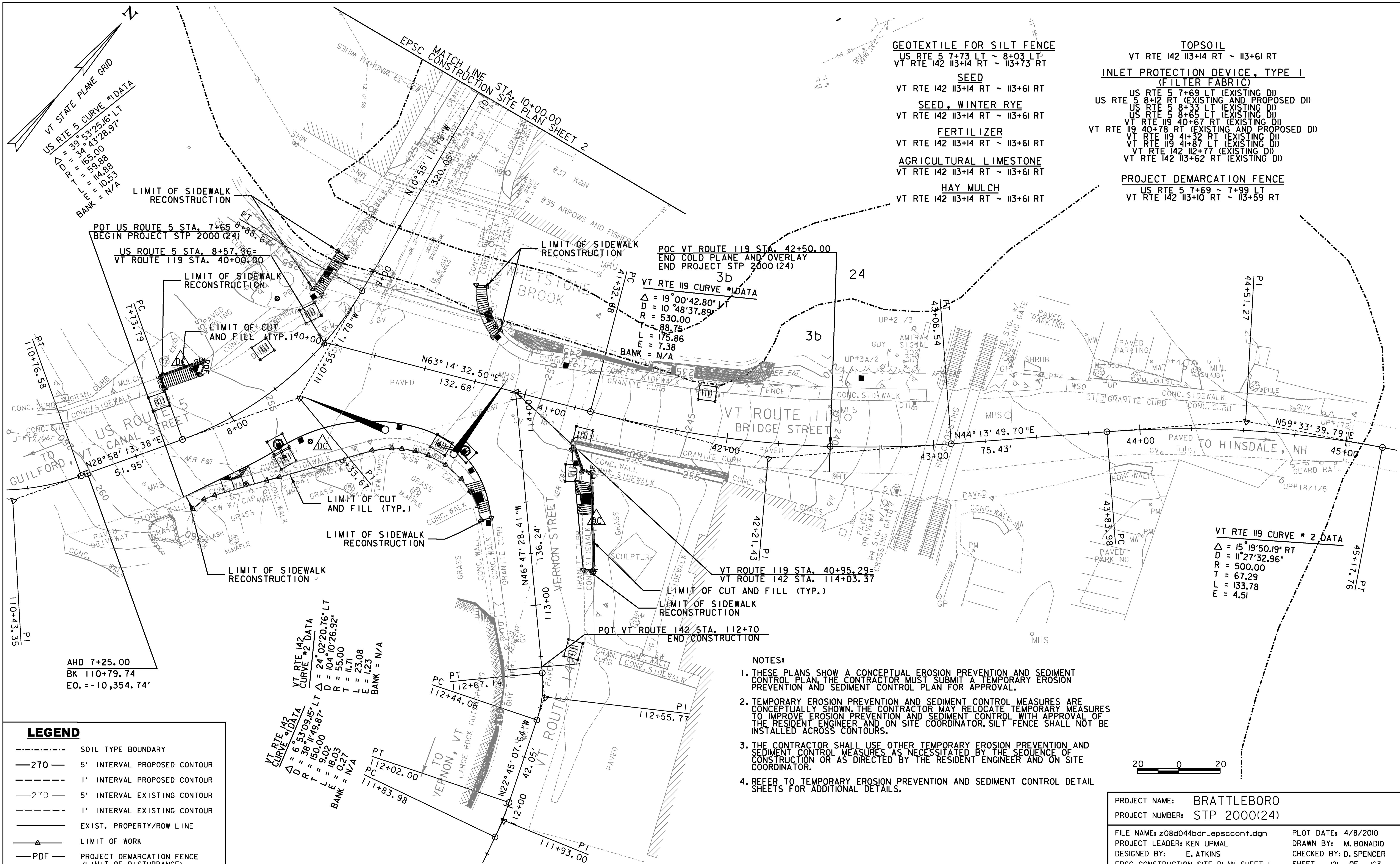
- SOIL TYPE BOUNDARY
- 270— 5' INTERVAL CONTOUR
- 1' INTERVAL CONTOUR
- EXIST. PROPERTY/ROW LINE
- LIMIT OF WORK

SOIL LEGEND

SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
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5E = WINDSOR LOAMY FINE SAND 25 TO 60 PERCENT SLOPES	A	0.17
24 = PODUCK FINE SANDY LOAM	B	0.24



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044bdr_epscexcon.dgn PLOT DATE: 3/12/2010
 PROJECT LEADER: KEN UPMAL DRAWN BY: M. BONADIO
 DESIGNED BY: E. ATKINS CHECKED BY: D. SPENCER
 EPSC EXISTING CONDITIONS PLAN SHEET 5 SHEET 120 OF 163



VT STATE PLANE GRID
 US RTE 5 CURVE #1 DATA
 $\Delta = 39^\circ 53' 25.16''$ LT
 $D = 163.00$
 $R = 59.88$
 $T = 10.53$
 $L = 10.53$
 $E = N/A$
 $BANK = N/A$

GEOTEXTILE FOR SILT FENCE
 US RTE 5 7+73 LT ~ 8+03 LT
 VT RTE 142 113+14 RT ~ 113+73 RT

SEED
 VT RTE 142 113+14 RT ~ 113+61 RT

SEED, WINTER RYE
 VT RTE 142 113+14 RT ~ 113+61 RT

FERTILIZER
 VT RTE 142 113+14 RT ~ 113+61 RT

AGRICULTURAL LIMESTONE
 VT RTE 142 113+14 RT ~ 113+61 RT

HAY MULCH
 VT RTE 142 113+14 RT ~ 113+61 RT

TOPSOIL
 VT RTE 142 113+14 RT ~ 113+61 RT

INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC)
 US RTE 5 7+69 LT (EXISTING DI)
 US RTE 5 8+12 RT (EXISTING AND PROPOSED DI)
 US RTE 5 8+33 LT (EXISTING DI)
 US RTE 5 8+65 LT (EXISTING DI)
 VT RTE 119 40+67 RT (EXISTING DI)
 VT RTE 119 40+78 RT (EXISTING AND PROPOSED DI)
 VT RTE 119 41+32 RT (EXISTING DI)
 VT RTE 119 41+87 LT (EXISTING DI)
 VT RTE 142 112+77 (EXISTING DI)
 VT RTE 142 113+62 RT (EXISTING DI)

PROJECT DEMARCATION FENCE
 US RTE 5 7+69 ~ 7+99 LT
 VT RTE 142 113+10 RT ~ 113+59 RT

POT US ROUTE 5 STA. 7+65
 BEGIN PROJECT STP 2000 (24)

US ROUTE 5 STA. 8+57.96 =
 VT ROUTE 119 STA. 40+00.00

VT CANAL STREET
 $N28^\circ 58' 13.38''$ E
 51.95'

VT ROUTE 142 CURVE #2 DATA
 $\Delta = 24^\circ 02' 20.76''$ LT
 $D = 104^\circ 10' 26.92''$
 $R = 55.00$
 $T = 11.71$
 $L = 23.08$
 $E = 1.23$
 $BANK = N/A$

VT RTE 142 CURVE #1 DATA
 $\Delta = 6^\circ 53' 09.15''$ LT
 $D = 150.00$
 $R = 9.02$
 $T = 18.03$
 $L = 0.27$
 $E = N/A$
 $BANK = N/A$

AHD 7+25.00
 BK 110+79.74
 EQ. = -10,354.74'

WETSTONE BROOK

VT ROUTE 119 CURVE #1 DATA
 $\Delta = 19^\circ 00' 42.80''$ LT
 $D = 10^\circ 48' 37.89''$
 $R = 530.00$
 $T = 88.75$
 $L = 175.86$
 $E = 7.38$
 $BANK = N/A$

VT ROUTE 119 STA. 40+95.29 =
 VT ROUTE 142 STA. 114+03.37

POT VT ROUTE 142 STA. 112+70
 END CONSTRUCTION

VT ROUTE 142 CURVE #2 DATA
 $\Delta = 24^\circ 02' 20.76''$ LT
 $D = 104^\circ 10' 26.92''$
 $R = 55.00$
 $T = 11.71$
 $L = 23.08$
 $E = 1.23$
 $BANK = N/A$

VT ROUTE 119 CURVE #2 DATA
 $\Delta = 15^\circ 19' 50.19''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 67.29$
 $L = 133.78$
 $E = 4.51$

VT ROUTE 119 CURVE #1 DATA
 $\Delta = 19^\circ 00' 42.80''$ LT
 $D = 10^\circ 48' 37.89''$
 $R = 530.00$
 $T = 88.75$
 $L = 175.86$
 $E = 7.38$
 $BANK = N/A$

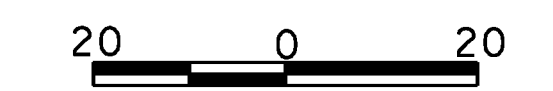
VT ROUTE 119 STA. 42+50.00
 END COLD PLANE AND OVERLAY
 END PROJECT STP 2000 (24)

VT ROUTE 142 STA. 112+70
 END CONSTRUCTION

- NOTES:**
1. THESE PLANS SHOW A CONCEPTUAL EROSION PREVENTION AND SEDIMENT CONTROL PLAN. THE CONTRACTOR MUST SUBMIT A TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL PLAN FOR APPROVAL.
 2. TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION PREVENTION AND SEDIMENT CONTROL WITH APPROVAL OF THE RESIDENT ENGINEER AND ON SITE COORDINATOR. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS.
 3. THE CONTRACTOR SHALL USE OTHER TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER AND ON SITE COORDINATOR.
 4. REFER TO TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL DETAIL SHEETS FOR ADDITIONAL DETAILS.

LEGEND

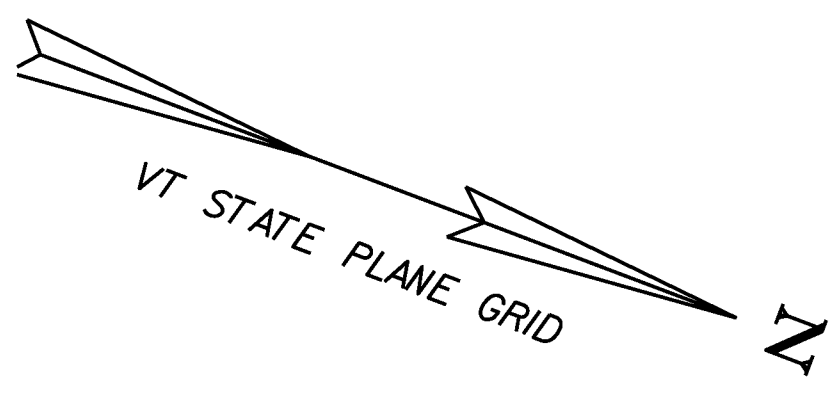
---	SOIL TYPE BOUNDARY
—270—	5' INTERVAL PROPOSED CONTOUR
---	1' INTERVAL PROPOSED CONTOUR
—270—	5' INTERVAL EXISTING CONTOUR
---	1' INTERVAL EXISTING CONTOUR
---	EXIST. PROPERTY/ROW LINE
▲	LIMIT OF WORK
—PDF—	PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epsccont.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: E. ATKINS
 EPSC CONSTRUCTION SITE PLAN SHEET 1

PLOT DATE: 4/8/2010
 DRAWN BY: M. BONADIO
 CHECKED BY: D. SPENCER
 SHEET 121 OF 163



**INLET PROTECTION DEVICE, TYPE I
(FILTER FABRIC)**

- US RTE 5 11+46 LT (EXISTING DI)
- US RTE 5 12+82 RT (EXISTING DI)
- US RTE 5 13+50 LT (EXISTING DI)
- US RTE 5 14+21 RT (EXISTING DI)

US RTE 5 CURVE #2 DATA
 $\Delta = 16^{\circ}06'34.53''$ LT
 $D = 34^{\circ}43'28.97''$
 $R = 165.00$
 $T = 23.35$
 $L = 46.39$
 $E = 1.64$
 $BANK = N/A$

3D US RTE 5 CURVE #3 DATA
 $\Delta = 6^{\circ}59'36.08''$ LT

**POT FLAT STREET STA. 51+35
END CONSTRUCTION**

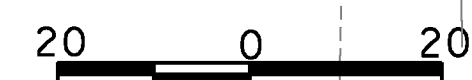
**POT ELLIOT STREET STA. 60+10
END CONSTRUCTION**

**US ROUTE 5 STA. 11+02.22=
FLAT STREET STA. 51+67.94**

**US ROUTE 5 STA. 13+68.70=
ELLIOT STREET STA. 61+47.05**

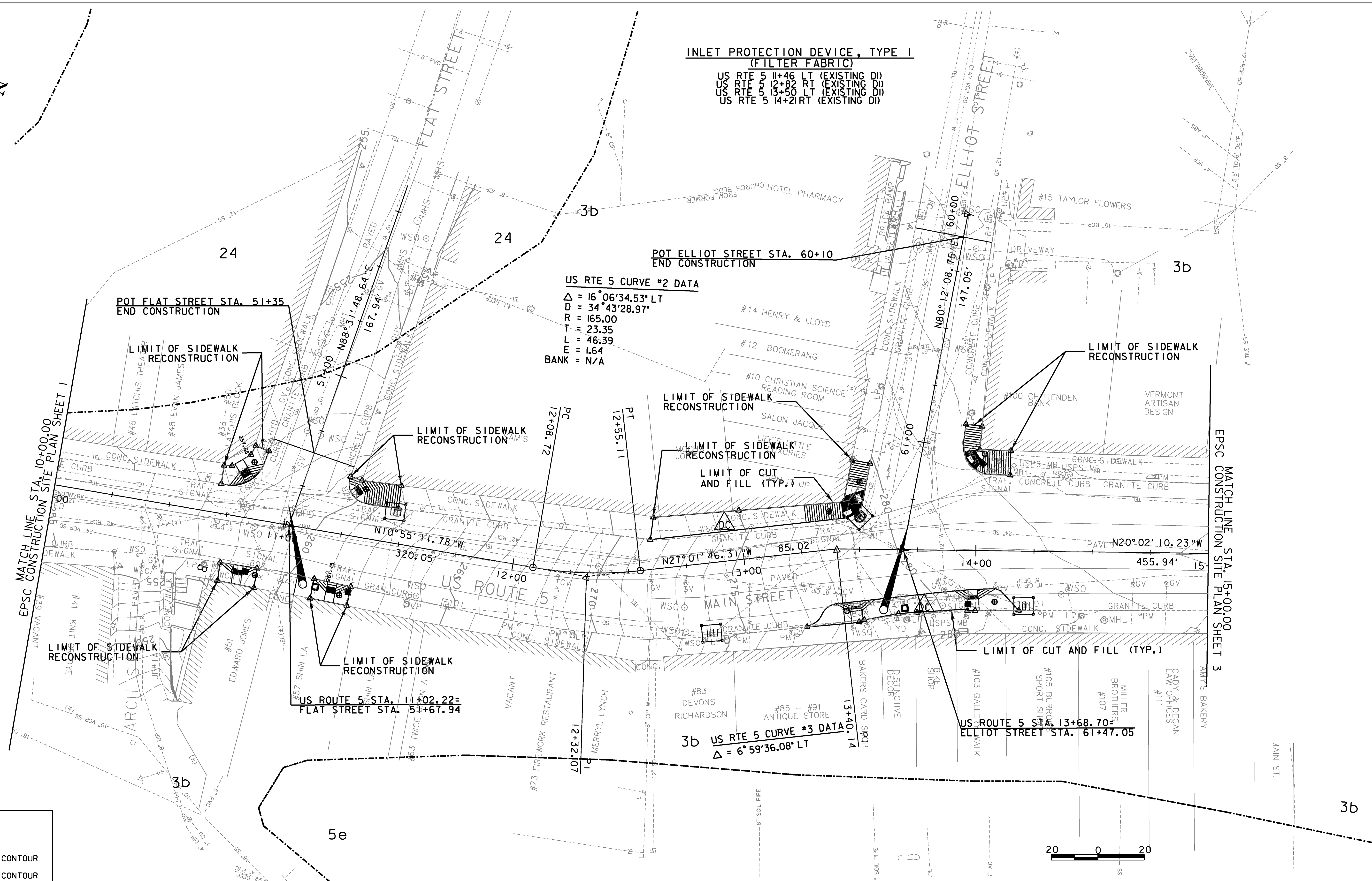
LEGEND

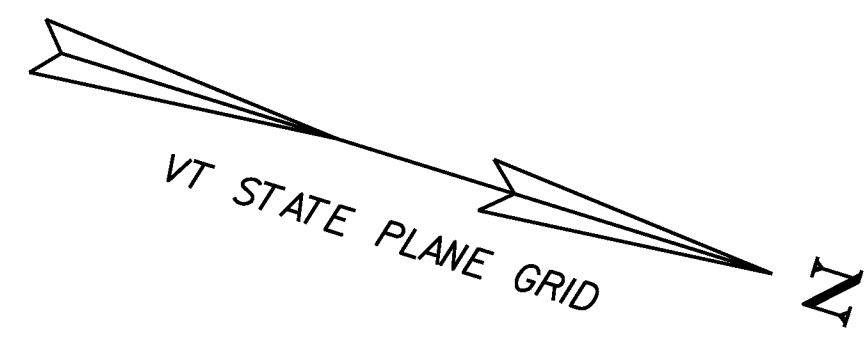
- SOIL TYPE BOUNDARY
- 270--- 5' INTERVAL PROPOSED CONTOUR
- 1'--- 1' INTERVAL PROPOSED CONTOUR
- 270--- 5' INTERVAL EXISTING CONTOUR
- 1'--- 1' INTERVAL EXISTING CONTOUR
- EXIST. PROPERTY/ROW LINE
- ▲ LIMIT OF WORK
- PDF--- PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_epsccont.dgn PLOT DATE: 4/8/2010
 PROJECT LEADER: KEN UPMAL DRAWN BY: M. BONADIO
 DESIGNED BY: E. ATKINS CHECKED BY: D. SPENCER
 EPSC CONSTRUCTION SITE PLAN SHEET 2 SHEET 122 OF 163



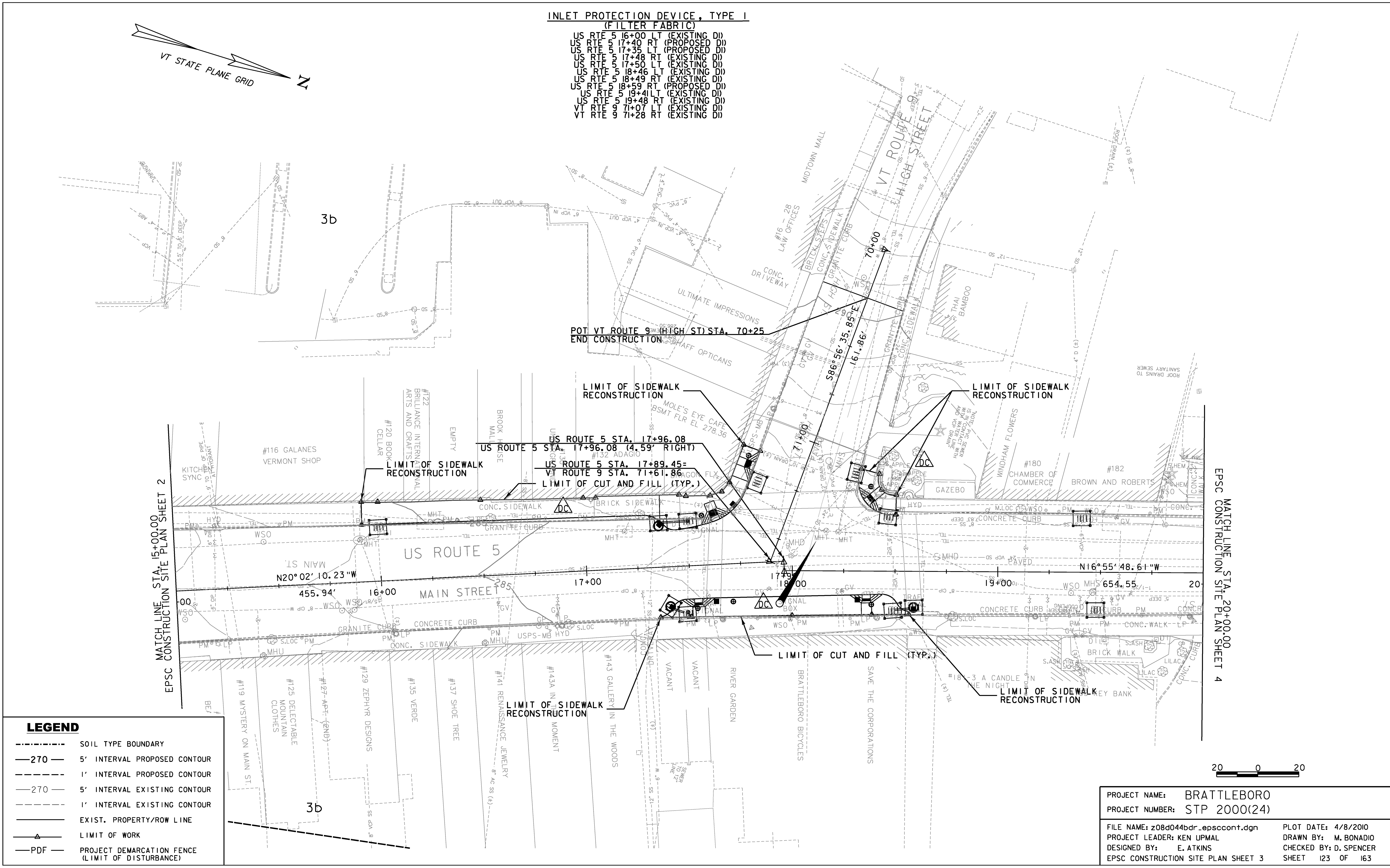


**INLET PROTECTION DEVICE, TYPE 1
(FILTER FABRIC)**

- US RTE 5 16+00 LT (EXISTING DI)
- US RTE 5 17+40 RT (PROPOSED DI)
- US RTE 5 17+35 LT (PROPOSED DI)
- US RTE 5 17+48 RT (EXISTING DI)
- US RTE 5 17+50 LT (EXISTING DI)
- US RTE 5 18+46 LT (EXISTING DI)
- US RTE 5 18+49 RT (EXISTING DI)
- US RTE 5 18+59 RT (PROPOSED DI)
- US RTE 5 19+41 LT (EXISTING DI)
- US RTE 5 19+48 RT (EXISTING DI)
- VT RTE 9 71+07 LT (EXISTING DI)
- VT RTE 9 71+28 RT (EXISTING DI)

MATCH LINE STA. 15+00.00
CONSTRUCTION SITE PLAN SHEET 2

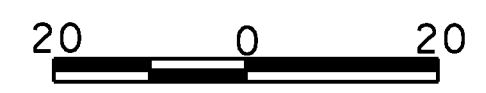
MATCH LINE STA. 20+00.00
CONSTRUCTION SITE PLAN SHEET 4

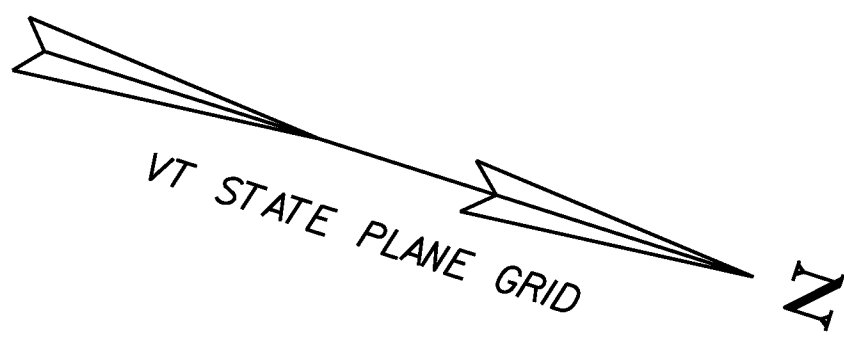


LEGEND

---	SOIL TYPE BOUNDARY
—270—	5' INTERVAL PROPOSED CONTOUR
---	1' INTERVAL PROPOSED CONTOUR
—270—	5' INTERVAL EXISTING CONTOUR
---	1' INTERVAL EXISTING CONTOUR
---	EXIST. PROPERTY/ROW LINE
▲	LIMIT OF WORK
—PDF—	PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044bdr_epsccont.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	E. ATKINS
EPSC CONSTRUCTION SITE PLAN SHEET 3	
PLOT DATE:	4/8/2010
DRAWN BY:	M. BONADIO
CHECKED BY:	D. SPENCER
SHEET	123 OF 163





GEOTEXTILE FOR SILT FENCE

US RTE 5 22+36 RT ~ 22+59 LT
 US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 23+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+70 RT ~ HARRIS PL. 90+32 RT
 HARRIS PL 90+27 LT ~ US RTE 5 128+19 RT

SEED

US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 22+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+71 RT ~ HARRIS PL. 90+31 LT

SEED, WINTER RYE

US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 22+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+71 RT ~ HARRIS PL. 90+31 LT

FERTILIZER

US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 22+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+71 RT ~ HARRIS PL. 90+31 LT

AGRICULTURAL LIMESTONE

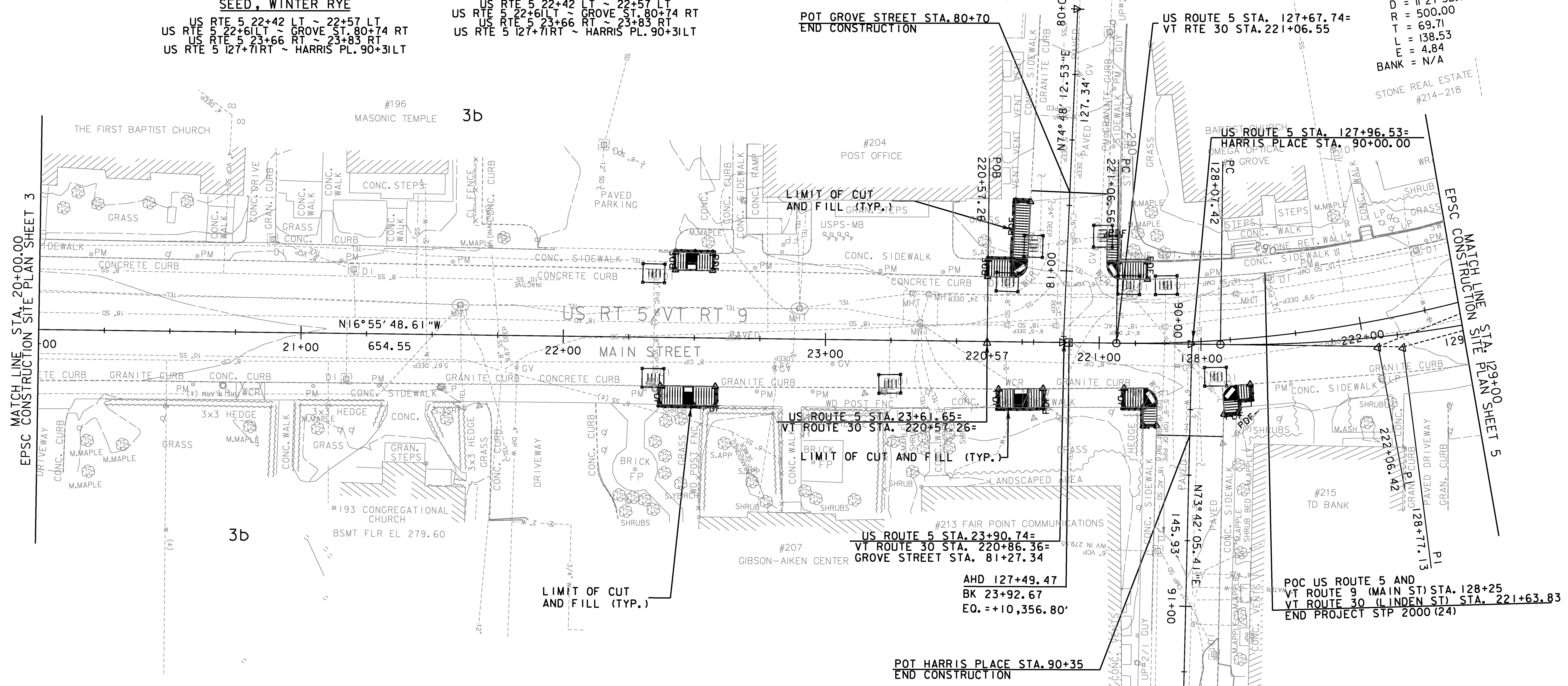
US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 22+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+71 RT ~ HARRIS PL. 90+31 LT

HAY MULCH

US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 22+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+71 RT ~ HARRIS PL. 90+31 LT

VT RTE 30 CURVE #1 DATA
 $\Delta = 22^\circ 32' 21.05''$ LT
 $D = 11^\circ 27' 32.96''$
 R = 500.00
 T = 99.86
 L = 197.13
 E = 9.87
 BANK = N/A

US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 R = 500.00
 T = 69.71
 L = 138.53
 E = 4.84
 BANK = N/A



EPSC MATCH LINE STA. 20+00.00 CONSTRUCTION SITE PLAN SHEET 3

EPSC MATCH LINE STA. 19+00.00 CONSTRUCTION SITE PLAN SHEET 5

LEGEND

- SOIL TYPE BOUNDARY
- 270— 5' INTERVAL PROPOSED CONTOUR
- 1' INTERVAL PROPOSED CONTOUR
- 270— 5' INTERVAL EXISTING CONTOUR
- 1' INTERVAL EXISTING CONTOUR
- EXIST. PROPERTY/ROW LINE
- ▲ LIMIT OF WORK
- PDF — PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)

TOPSOIL

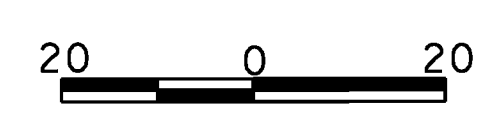
US RTE 5 22+42 LT ~ 22+57 LT
 US RTE 5 22+61 LT ~ GROVE ST. 80+74 RT
 US RTE 5 23+66 RT ~ 23+83 RT
 US RTE 5 127+71 RT ~ HARRIS PL. 90+31 LT

INLET PROTECTION DEVICE, TYPE I (FILTER FABRIC)

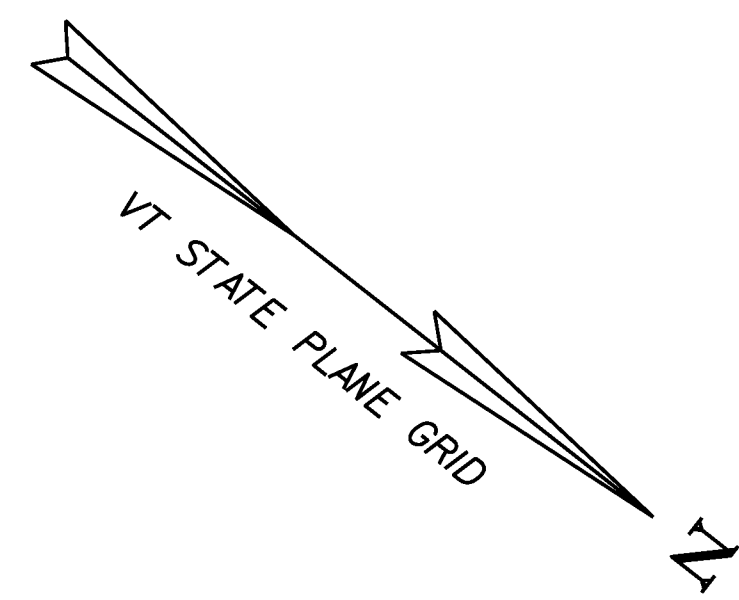
US RTE 5 22+34 RT (EXISTING DI)
 US RTE 5 22+34 LT (EXISTING DI)
 US RTE 5 23+25 RT (EXISTING DI)
 US RTE 5 23+68 LT (EXISTING DI)
 US RTE 5 127+72 LT (EXISTING DI)
 US RTE 5 127+86 LT (EXISTING DI)
 US RTE 5 128+06 RT (EXISTING DI)
 GROVE STREET 80+86 LT (EXISTING DI)
 GROVE STREET 80+91 RT (EXISTING DI)

PROJECT DEMARCATION FENCE

US RTE 5 22+35 RT ~ 22+52 RT
 US RTE 5 22+39 LT ~ 22+59 LT
 US RTE 5 23+57 LT ~ GROVE STREET 80+70 RT
 US RTE 5 23+66 RT ~ 127+71 RT
 GROVE STREET 80+81 LT ~ US RTE 5 127+84 LT
 US RTE 5 127+70 RT ~ HARRIS PL. 90+32 RT
 HARRIS PLACE 90+28 LT ~ US RTE 5 128+20 RT



PROJECT NAME:	BRATTLEBORO	
PROJECT NUMBER:	STP 2000(24)	
FILE NAME:	z08d044bdr_epsccont.dgn	PLOT DATE: 3/12/2010
PROJECT LEADER:	KEN UPMAL	DRAWN BY: M. BONADIO
DESIGNED BY:	E. ATKINS	CHECKED BY: D. SPENCER
EPSC CONSTRUCTION SITE PLAN SHEET 4	SHEET 124 OF 163	



US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 $BANK = N/A$

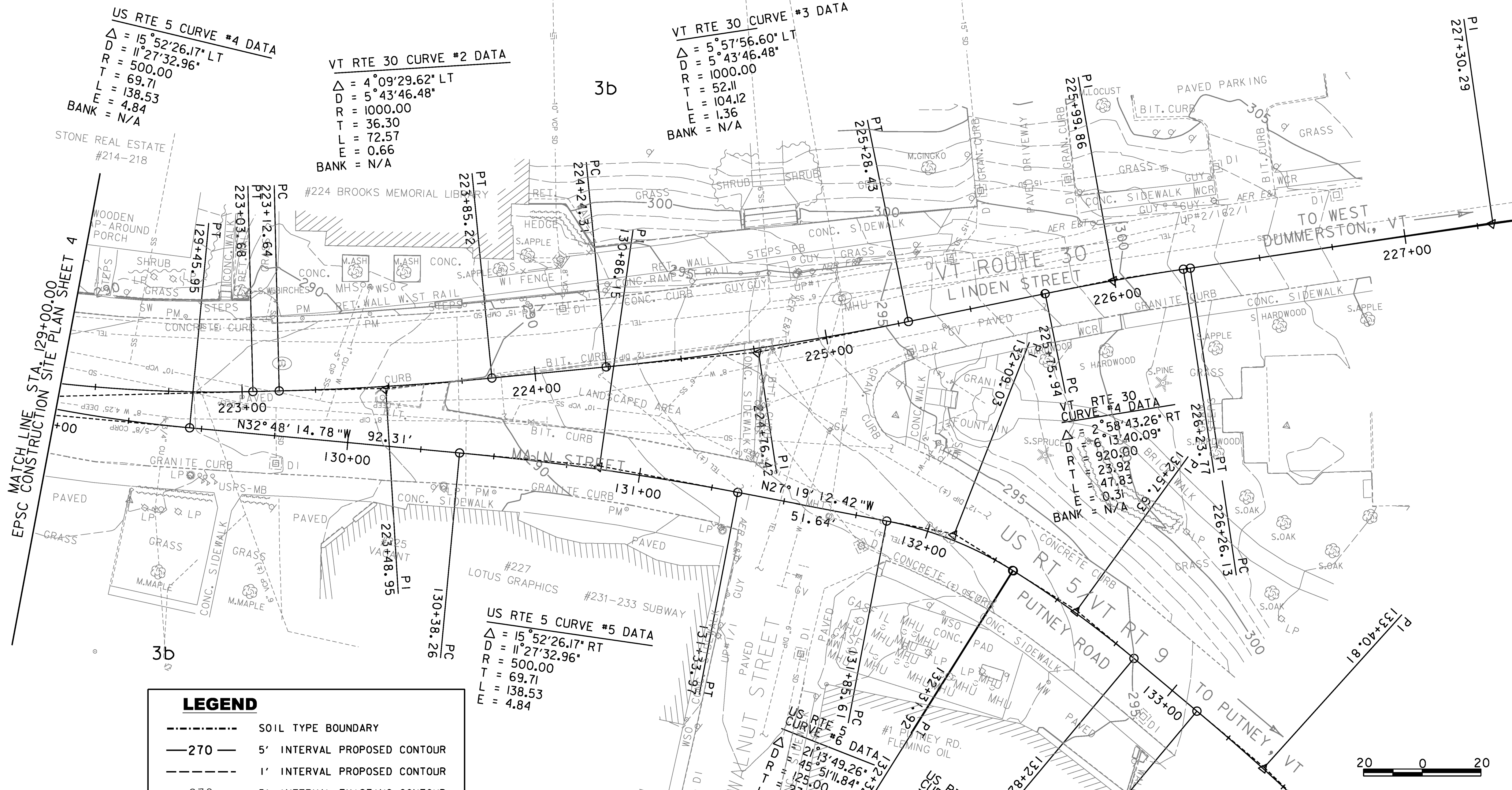
VT RTE 30 CURVE #2 DATA
 $\Delta = 4^\circ 09' 29.62''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 36.30$
 $L = 72.57$
 $E = 0.66$
 $BANK = N/A$

VT RTE 30 CURVE #3 DATA
 $\Delta = 5^\circ 57' 56.60''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 52.11$
 $L = 104.12$
 $E = 1.36$
 $BANK = N/A$

VT RTE 30 CURVE #4 DATA
 $\Delta = 2^\circ 58' 43.26''$ RT
 $D = 6^\circ 13' 40.09''$
 $R = 920.00$
 $T = 23.92$
 $L = 47.83$
 $E = 0.31$
 $BANK = N/A$

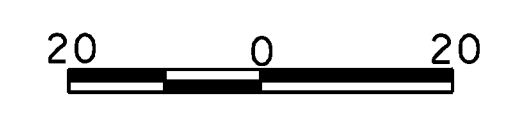
US RTE 5 CURVE #5 DATA
 $\Delta = 15^\circ 52' 26.17''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$

US RTE 5 CURVE #6 DATA
 $\Delta = 1^\circ 52' 03.51''$
 $D = 15^\circ 29' 07.24''$
 $R = 370.00$
 $T = 25.94$
 $L = 50.81$
 $E = 0.97$
 $BANK = N/A$



MATCH LINE STA 129+00.00
 EPSC CONSTRUCTION SITE PLAN SHEET 4

LEGEND	
-----	SOIL TYPE BOUNDARY
—270—	5' INTERVAL PROPOSED CONTOUR
-----	1' INTERVAL PROPOSED CONTOUR
—270—	5' INTERVAL EXISTING CONTOUR
-----	1' INTERVAL EXISTING CONTOUR
-----	EXIST. PROPERTY/ROW LINE
▲	LIMIT OF WORK
—PDF—	PROJECT DEMARCATION FENCE (LIMIT OF DISTURBANCE)



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044bdr_epsccont.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	D. SPENCER
EPSC CONSTRUCTION SITE PLAN SHEET 5	SHEET 125 OF 163
PLOT DATE:	3/12/2010
DRAWN BY:	M. BONADIO
CHECKED BY:	D. SPENCER

VT STATE PLANE GRID
 VT RTE 5 CURVE #1 DATA
 $\Delta = 39^\circ 53' 25.16''$ LT
 $D = 163.00$
 $R = 59.88$
 $T = 14.88$
 $L = 10.53$
 BANK = N/A

POT US ROUTE 5 STA. 7+65
 BEGIN PROJECT STP 2000 (24)
 US ROUTE 5 STA. 8+57.96 =
 VT ROUTE 119 STA. 40+00.00

POC VT ROUTE 119 STA. 42+50.00
 END COLD PLANE AND OVERLAY
 END PROJECT STP 2000 (24)

VT RTE 119 CURVE #1 DATA
 $\Delta = 19^\circ 00' 42.80''$ LT
 $D = 10^\circ 48' 37.89''$
 $R = 530.00$
 $T = 88.75$
 $L = 175.86$
 $E = 7.38$
 BANK = N/A

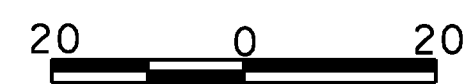
VT RTE 119 CURVE # 2 DATA
 $\Delta = 15^\circ 19' 50.19''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 67.29$
 $L = 133.78$
 $E = 4.51$

VT RTE 142 CURVE #2 DATA
 $\Delta = 24^\circ 02' 20.76''$ LT
 $D = 104^\circ 10' 26.92''$
 $R = 55.00$
 $T = 11.71$
 $L = 23.08$
 $E = 1.23$
 BANK = N/A

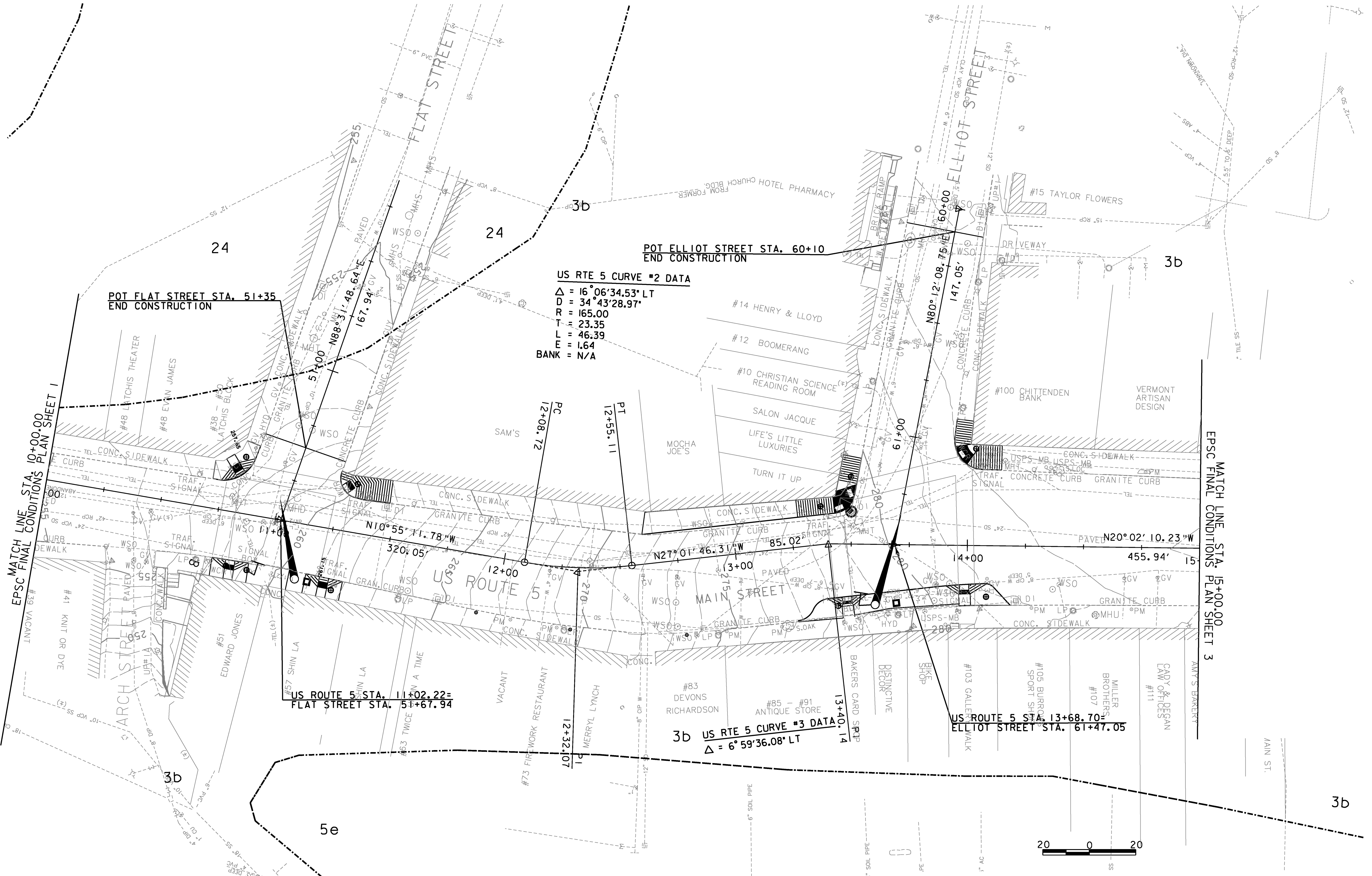
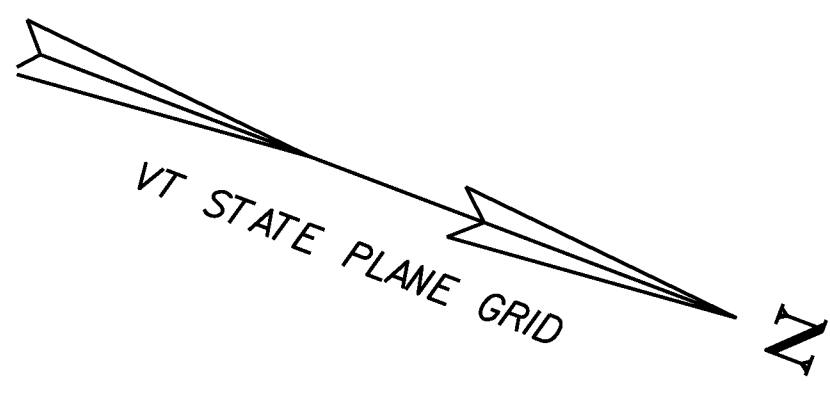
VT RTE 142 CURVE #1 DATA
 $\Delta = 6^\circ 53' 09.15''$ LT
 $D = 38^\circ 11' 49.87''$
 $R = 150.00$
 $T = 9.02$
 $L = 18.03$
 $E = 0.27$
 BANK = N/A

AHD 7+25.00
 BK 110+79.74
 EQ. = -10,354.74'

POT VT ROUTE 142 STA. 112+70
 END CONSTRUCTION

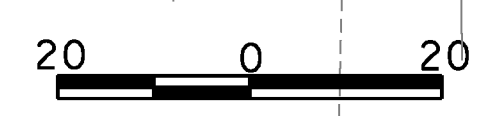


PROJECT NAME:	BRATTLEBORO	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	M. BONADIO
FILE NAME:	z08d044bdr_epscfinal.dgn	CHECKED BY:	D. SPENCER
PROJECT LEADER:	KEN UPMAL	SHEET	126 OF 163
DESIGNED BY:	E. ATKINS		
EPSC FINAL CONDITIONS PLAN SHEET 1			

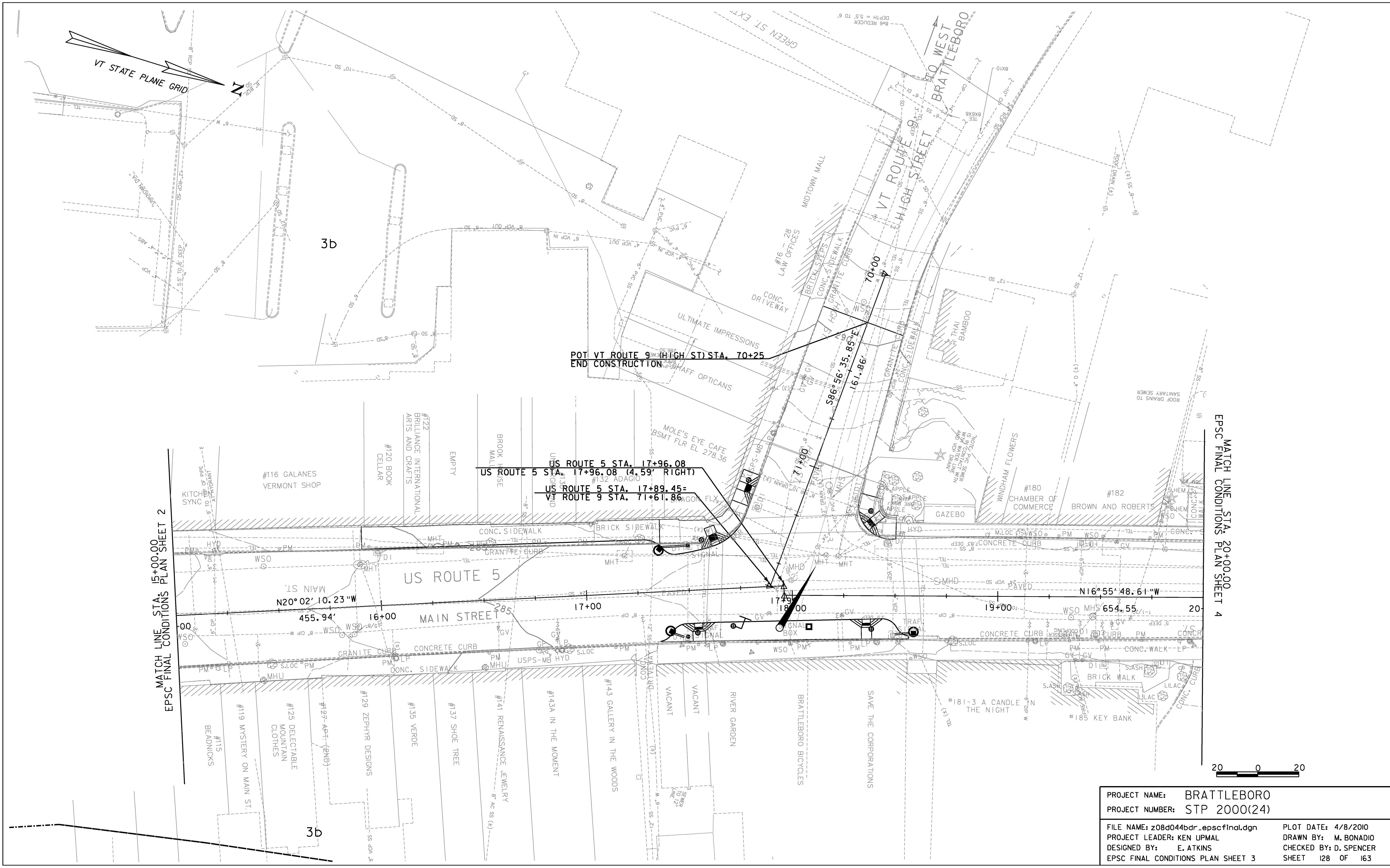


US RTE 5 CURVE #2 DATA
 $\Delta = 16^\circ 06' 34.53''$ LT
 $D = 34^\circ 43' 28.97''$
 $R = 165.00$
 $T = 23.35$
 $L = 46.39$
 $E = 1.64$
 $BANK = N/A$

3D US RTE 5 CURVE #3 DATA
 $\Delta = 6^\circ 59' 36.08''$ LT



PROJECT NAME:	BRATTLEBORO	FILE NAME:	z08d044bdr_epscfinal.dgn	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	PROJECT LEADER:	KEN UPMAL	DRAWN BY:	M. BONADIO
		DESIGNED BY:	E. ATKINS	CHECKED BY:	D. SPENCER
		EPSC FINAL CONDITIONS PLAN SHEET 2		SHEET	127 OF 163



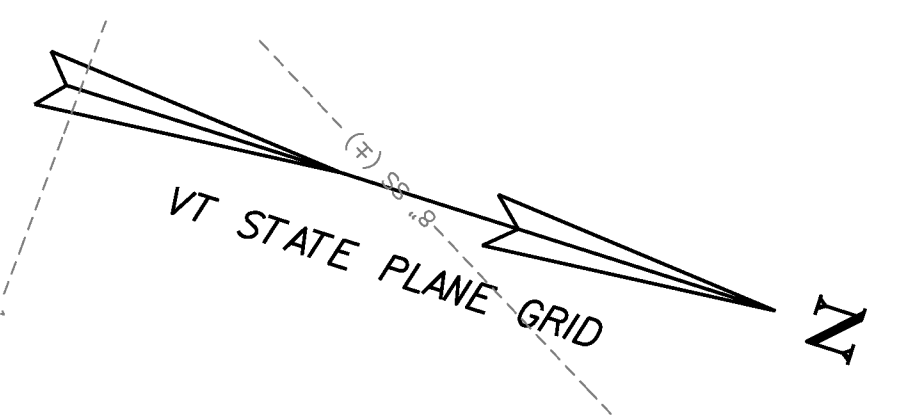
MATCH LINE STA. 15+00.00
EPSC FINAL CONDITIONS PLAN SHEET 2

MATCH LINE STA. 20+00.00
EPSC FINAL CONDITIONS PLAN SHEET 4

POT VT ROUTE 9 (HIGH ST) STA. 70+25
END CONSTRUCTION

US ROUTE 5 STA. 17+96.08
US ROUTE 5 STA. 17+96.08 (4.59' RIGHT)
US ROUTE 5 STA. 17+89.45=
VT ROUTE 9 STA. 71+61.86

PROJECT NAME:	BRATTLEBORO	FILE NAME:	z08d044bdr_epscfinal.dgn	PLOT DATE:	4/8/2010
PROJECT NUMBER:	STP 2000(24)	PROJECT LEADER:	KEN UPMAL	DRAWN BY:	M. BONADIO
		DESIGNED BY:	E. ATKINS	CHECKED BY:	D. SPENCER
		EPSC FINAL CONDITIONS PLAN SHEET 3		SHEET	128 OF 163

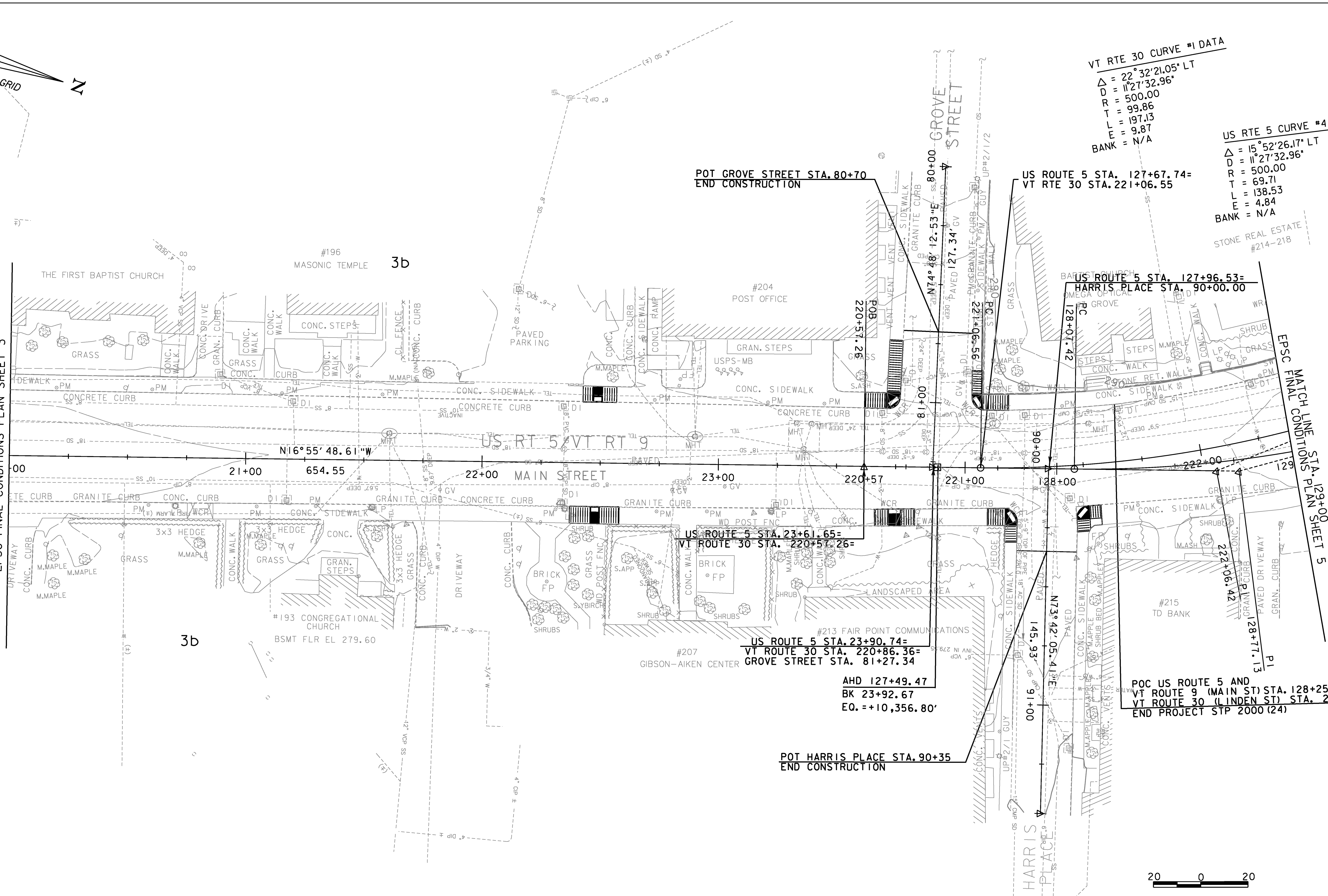


VT RTE 30 CURVE #1 DATA
 $\Delta = 22^\circ 32' 21.05''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 99.86$
 $L = 197.13$
 $E = 9.87$
 BANK = N/A

US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 BANK = N/A

MATCH LINE STA. 20+00.00
EPSC FINAL CONDITIONS PLAN SHEET 3

MATCH LINE STA. 129+00
EPSC FINAL CONDITIONS PLAN SHEET 5



POT GROVE STREET STA. 80+70
END CONSTRUCTION

US ROUTE 5 STA. 127+67.74=
VT RTE 30 STA. 221+06.55

US ROUTE 5 STA. 127+96.53=
HARRIS PLACE STA. 90+00.00

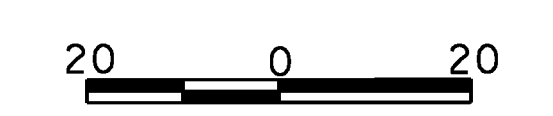
US ROUTE 5 STA. 23+61.65=
VT ROUTE 30 STA. 220+52.26=

US ROUTE 5 STA. 23+90.74=
VT ROUTE 30 STA. 220+86.36=
GROVE STREET STA. 81+27.34

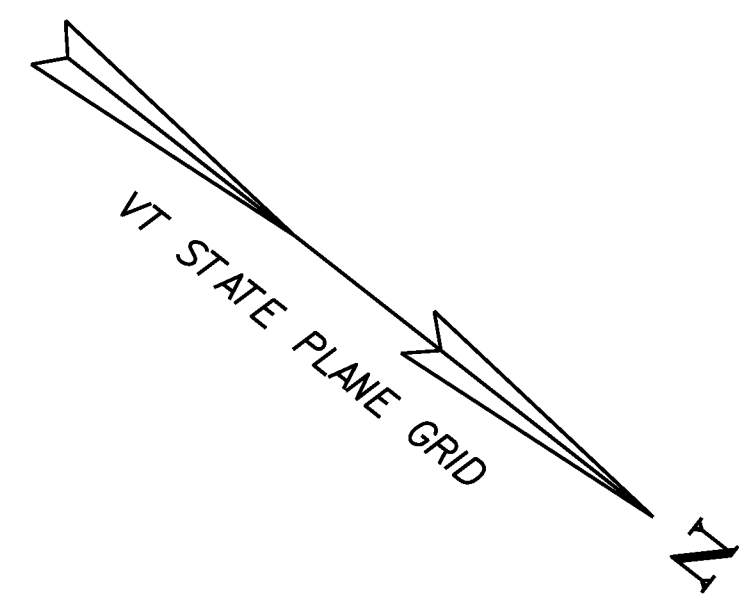
AHD 127+49.47
BK 23+92.67
EQ. = +10,356.80'

POT HARRIS PLACE STA. 90+35
END CONSTRUCTION

POC US ROUTE 5 AND
VT ROUTE 9 (MAIN ST) STA. 128+25
VT ROUTE 30 (LINDEN ST) STA. 221+63.83
END PROJECT STP 2000 (24)



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044bdr_epscfinal.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	E. ATKINS
EPSC FINAL CONDITIONS PLAN SHEET 4	
PLOT DATE:	3/12/2010
DRAWN BY:	M. BONADIO
CHECKED BY:	D. SPENCER
SHEET	129 OF 163



US RTE 5 CURVE #4 DATA
 $\Delta = 15^\circ 52' 26.17''$ LT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$
 $BANK = N/A$

VT RTE 30 CURVE #2 DATA
 $\Delta = 4^\circ 09' 29.62''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 36.30$
 $L = 72.57$
 $E = 0.66$
 $BANK = N/A$

VT RTE 30 CURVE #3 DATA
 $\Delta = 5^\circ 57' 56.60''$ LT
 $D = 5^\circ 43' 46.48''$
 $R = 1000.00$
 $T = 52.11$
 $L = 104.12$
 $E = 1.36$
 $BANK = N/A$

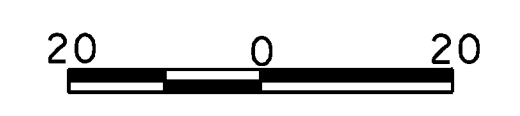
VT RTE 30 CURVE #4 DATA
 $\Delta = 2^\circ 58' 43.26''$ RT
 $D = 6^\circ 13' 40.09''$
 $R = 920.00$
 $T = 23.92$
 $L = 47.83$
 $E = 0.31$
 $BANK = N/A$

US RTE 5 CURVE #5 DATA
 $\Delta = 15^\circ 52' 26.17''$ RT
 $D = 11^\circ 27' 32.96''$
 $R = 500.00$
 $T = 69.71$
 $L = 138.53$
 $E = 4.84$

US RTE 5 CURVE #6 DATA
 $\Delta = 21^\circ 13' 49.26''$ RT
 $D = 45^\circ 51' 11.84''$
 $R = 125.00$
 $T = 23.43$
 $L = 46.32$
 $E = 2.18$
 $BANK = N/A$

US RTE 5 CURVE #7 DATA
 $\Delta = 1^\circ 52' 03.51''$
 $D = 15^\circ 29' 07.24''$
 $R = 370.00$
 $T = 25.74$
 $L = 50.81$
 $E = 0.97$
 $BANK = N/A$

MATCH LINE STA 129+00.00
 EPSC FINAL CONDITIONS PLAN SHEET 4



PROJECT NAME:	BRATTLEBORO	PLOT DATE:	3/12/2010
PROJECT NUMBER:	STP 2000(24)	DRAWN BY:	M. BONADIO
FILE NAME:	z08d044bdr_epscfinal.dgn	CHECKED BY:	D. SPENCER
PROJECT LEADER:	KEN UPMAL	SHEET	130 OF 163
DESIGNED BY:	E. ATKINS		
EPSC FINAL CONDITIONS PLAN SHEET 5			

SOIL CLASSIFICATION

AASHTO

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)	CONSISTENCY (COHESIVE SOILS)
N	DESCRIPTIVE TERM
<5	Very Loose
5-10	Loose
11-24	Med. Dense
25-50	Dense
>50	Very Dense
N	DESCRIPTIVE TERM
<2	Very Soft
2-4	Soft
5-8	Med. Stiff
9-15	Stiff
16-30	Very Stiff
31-60	Hard
>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊙	Standard Penetration Boring
⊕	Auger Boring
⊖	Rod Sounding
⊘	Sample
S	Standard Penetration Test
N	Blow Count Per 300 mm For: 50.8 mm O.D. Sampler 35.0 mm I.D. Sampler Hammer Weight Of 63.5 kg. Hammer Fall Of 762 mm
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
SI	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
ROD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
OW	Indicates a temporary observation well installed

COLOR	
bk	Black
bl	Blue
brn	Brown
dk	Dark
gr	Gray
gn	Green
lt	Light
or	Orange
pnk	Pink
pu	Purple
rd	Red
tn	Tan
wh	White
yel	Yellow
mltc	Multicolored

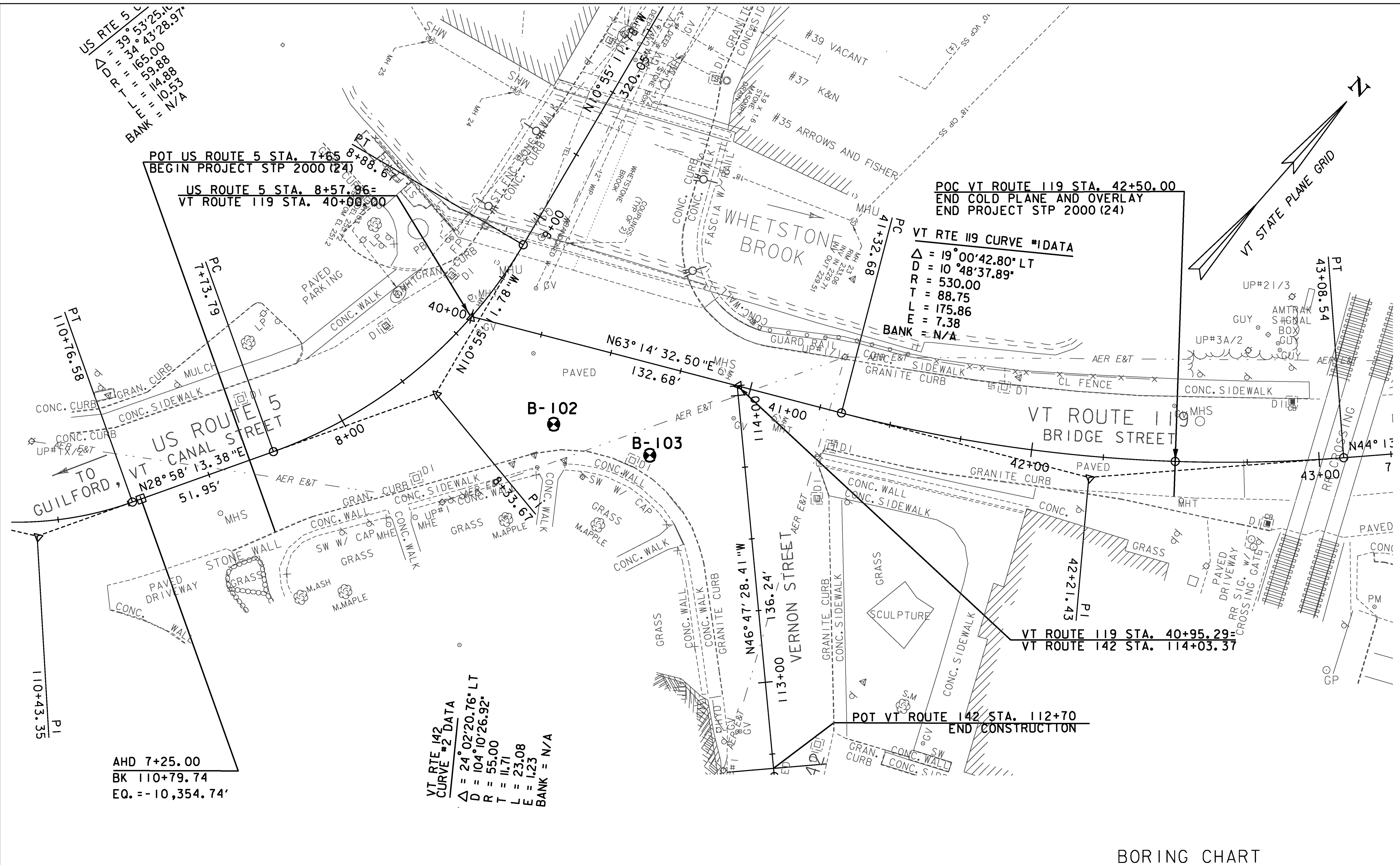
DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.
BOULDER - A rock fragment with an average dimension > 304.8 mm.
COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.
GRAVEL - Rounded particles of rock < 76.2 mm and > 2 mm (#10 sieve).
SAND - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).
SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.
CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.
HARDPAN - Extremely dense soil, cemented layer, not softened when wet.
MUCK - Soft organic soil (containing > 10% organic material).
MOISTURE CONTENT - Weight of water divided by dry weight of soil.
FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.
STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.
DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

- The test borings shown herein were drilled by the Agency between the period from 08/04/09 through 08/05/09.
- Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.
- Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.
- Engineering judgement was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgement by the Contractor.
- Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.
- Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.



BORING CHART

HOLE NO.	STATION	OFFSET (ft)	GROUND ELEV.
B-102	VT RTE 119 40+37.0	29.0 RT	253.02
B-103	VT RTE 119 40+72.0	31.0 RT	251.75



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044bor.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: V. KACOYANNAKIS
 BORING LAYOUT SHEET 1
 PLOT DATE: 4/8/2010
 DRAWN BY: A. ACHARYA
 CHECKED BY: D. SPENCER
 SHEET 131 OF 163

SOIL CLASSIFICATION

AASHTO

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

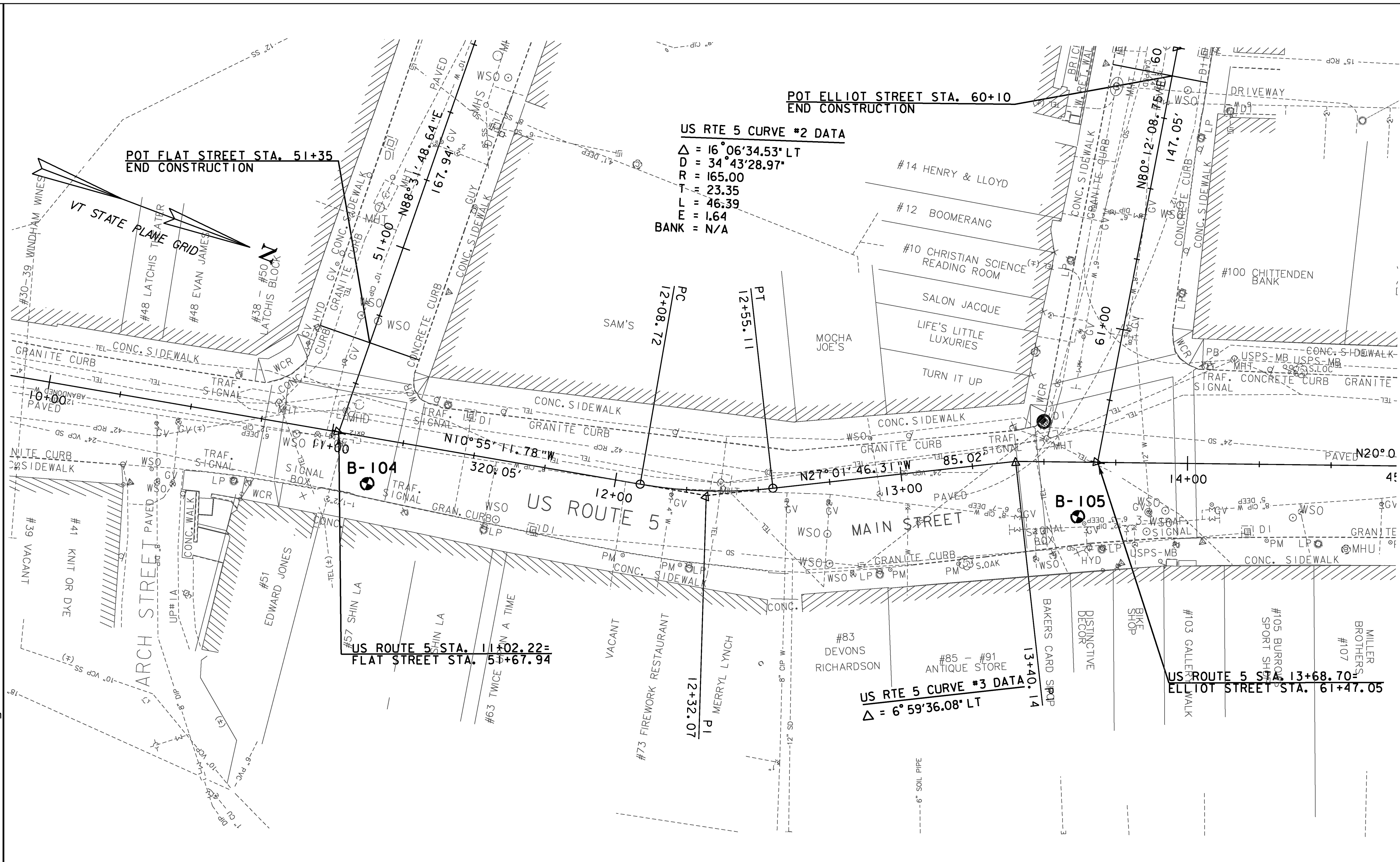
▼	Water Elevation
⊙	Standard Penetration Boring
⊕	Auger Boring
⊖	Rod Sounding
○	Sample
S	Standard Penetration Test
N	Standard Penetration Test
	Blow Count Per 300 mm For:
	50.8 mm O.D. Sampler
	35.0 mm I.D. Sampler
	Hammer Weight Of 63.5 kg.
	Hammer Fall Of 762 mm
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 30.1mm
BX	Core Size 42.0 mm
NX	Core Size 54.7 mm
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
SI	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
ROD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
OW	Indicates a temporary observation well installed

COLOR			
bk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.
BOULDER - A rock fragment with an average dimension > 304.8 mm.
COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.
GRAVEL - Rounded particles of rock < 76.2 mm and > 2 mm (#10 sieve).
SAND - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).
SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.
CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.
HARDPAN - Extremely dense soil, cemented layer, not softened when wet.
MUCK - Soft organic soil (containing > 10% organic material).
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FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.
STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.
DIP - Inclination of bed with a horizontal plane.

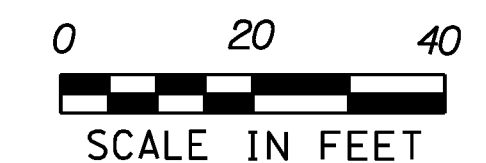


GENERAL NOTES

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BORING CHART

HOLE NO.	STATION	OFFSET (ft)	GROUND ELEV.
B-104	US RTE 5 11+15.0	16.0 RT	260.4
B-105	US RTE 5 13+62.0	19.0 RT	279.1



PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044bor.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: V. KACOYANNAKIS
 BORING LAYOUT SHEET 2
 PLOT DATE: 4/8/2010
 DRAWN BY: A. ACHARYA
 CHECKED BY: D. SPENCER
 SHEET 132 OF 163

SOIL CLASSIFICATION

AASHTO

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

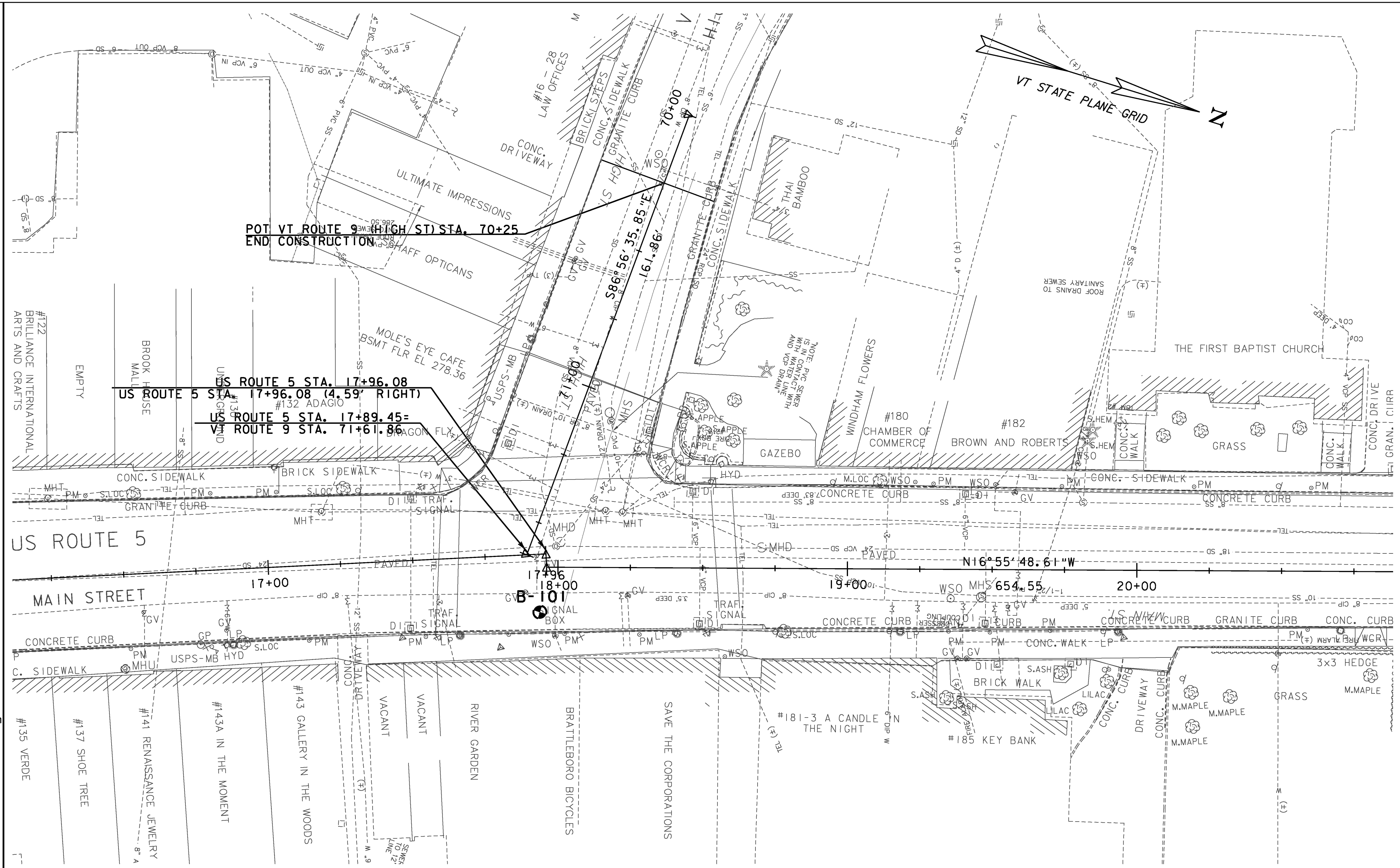
UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

- ▼ Water Elevation
 - ⊙ Standard Penetration Boring
 - ⊕ Auger Boring
 - ⊖ Rod Sounding
 - Sample
 - S Sample
 - N Standard Penetration Test
 - Blow Count Per 300 mm For:
 - 50.8 mm O.D. Sampler
 - 35.0 mm I.D. Sampler
 - Hammer Weight Of 63.5 kg.
 - Hammer Fall Of 762 mm
 - VS Field Vane Shear Test
 - US Undisturbed Soil Sample
 - B Blast
 - DC Diamond Core
 - MD Mud Drill
 - WA Wash Ahead
 - HSA Hollow Stem Auger
 - AX Core Size 30.1mm
 - BX Core Size 42.0 mm
 - NX Core Size 54.7 mm
 - M Double Tube Core Barrel Used
 - LL Liquid Limit
 - PL Plastic Limit
 - PI Plasticity Index
 - NP Non Plastic
 - w Moisture Content (Dry Wgt. Basis)
 - D Dry
 - M Moist
 - MTW Moist To Wet
 - W Wet
 - Sat Saturated
 - Bo Boulder
 - Gr Gravel
 - Sa Sand
 - SI Silt
 - CI Clay
 - HP Hardpan
 - Le Ledge
 - NLTD No Ledge To Depth
 - CNPF Can Not Penetrate Further
 - TLOB To Ledge Or Boulder
 - NR No Recovery
 - Rec. Recovery
 - 1/2 Rec. Percent Recovery
 - ROD Rock Quality Designation
 - CBR California Bearing Ratio
 - < Less Than
 - > Greater Than
 - R Refusal (N > 100)
 - OW Indicates a temporary observation well installed
- | COLOR | | | |
|-------|--------|------|--------------|
| bk | Black | pnk | Pink |
| bl | Blue | pu | Purple |
| brn | Brown | rd | Red |
| dk | Dark | tn | Tan |
| gry | Gray | wh | White |
| gn | Green | yel | Yellow |
| lt | Light | mltc | Multicolored |
| or | Orange | | |



DEFINITIONS (AASHTO)

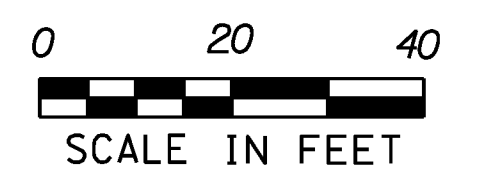
- BEDROCK (LEDGE)** - Rock in its native location of indefinite thickness.
- BOULDER** - A rock fragment with an average dimension > 304.8 mm.
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- SAND** - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).
- SILT** - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.
- CLAY** - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.
- VARVED** - Alternate layers of silt and clay.
- HARDPAN** - Extremely dense soil, cemented layer, not softened when wet.
- MUCK** - Soft organic soil (containing > 10% organic material).
- MOISTURE CONTENT** - Weight of water divided by dry weight of soil.
- FLOWING SAND** - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.
- STRIKE** - Angle from magnetic north to line of intersection of bed with a horizontal plane.
- DIP** - Inclination of bed with a horizontal plane.

GENERAL NOTES

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BORING CHART

HOLE NO.	STATION	OFFSET (ft)	GROUND ELEV.
B-101	US RTE 5 17+93.0	20.0 RT	286.1



PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bor.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LAYOUT SHEET 3

PLOT DATE: 4/8/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 133 OF 163

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-101 SHEET 1 of 1 DATE STARTED: 8/05/09 DATE COMPLETED: 8/05/09					
PROJECT NAME: BRATTLEBORO SITE NAME: MAST ARM SUPPORT STATION: A 17+93 OFFSET: 20.00 VTSPG NAD83: N 128741.31 ft E 1624742.79 ft		PROJECT NUMBER: STP 2000(24) SITE NUMBER: US-5 GROUND ELEVATION: 286.11 ft GROUNDWATER DEPTH: NO WATER TO DEPTH PROJECT PIN NUMBER: 08D044					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: MAHMUTOVIC		BORING RIG: LARGE SKID RIG w/AUTO HAMMER BORING TYPE: HOLLOW STEM AUGER SAMPLE TYPE: SPLIT BARREL CHECKED BY: TDE					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.6 ft Concrete, 0.6 ft - 1.6 ft					
		A-1-b, GrSa, brn, Moist, Rec. = 1.5 ft	10	3.5	22.8	69.7	7.5
		A-1-b, GrSa, brn, Moist, Rec. = 1.6 ft	24	2.9	35.3	58.4	6.3
		A-1-a, SaGr, brn, Moist, Rec. = 1.1 ft, Various types of broken rock were within sample.	38	2.5	53.8	39.4	6.8
		Hole stopped @ 8.0 ft					
		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-102 SHEET 1 of 1 DATE STARTED: 8/05/09 DATE COMPLETED: 8/05/09					
PROJECT NAME: BRATTLEBORO SITE NAME: MAST ARM SUPPORT STATION: 40+37 OFFSET: 29.00 VTSPG NAD83: N 127834.79 ft E 1625042.55 ft		PROJECT NUMBER: STP 2000(24) SITE NUMBER: US-5 GROUND ELEVATION: 253.02 ft GROUNDWATER DEPTH: NO WATER TO DEPTH PROJECT PIN NUMBER: 08D044					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: MAHMUTOVIC		BORING RIG: LARGE SKID RIG w/AUTO HAMMER BORING TYPE: HOLLOW STEM AUGER SAMPLE TYPE: SPLIT BARREL CHECKED BY: TDE					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.4 ft Concrete, 0.4 ft - 1.0 ft	17	6.5	35.9	55.0	9.1
		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft					
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Broken rock was within sample.	15	5.7	50.5	35.7	13.8
		A-1-b, SiSaGr, brn, Moist, Rec. = 1.5 ft, Broken rock was within sample.	10	10.2	41.4	37.9	20.7
		Hole stopped @ 7.0 ft					
		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-103 SHEET 1 of 1 DATE STARTED: 8/04/09 DATE COMPLETED: 8/04/09					
PROJECT NAME: BRATTLEBORO SITE NAME: MAST ARM SUPPORT STATION: 40+72 OFFSET: 31.00 VTSPG NAD83: N 127848.99 ft E 1625074.44 ft		PROJECT NUMBER: STP 2000(24) SITE NUMBER: US-5 GROUND ELEVATION: 251.75 ft GROUNDWATER DEPTH: 10.7 ft PROJECT PIN NUMBER: 08D044					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: MAHMUTOVIC		BORING RIG: LARGE SKID RIG w/AUTO HAMMER BORING TYPE: HOLLOW STEM AUGER SAMPLE TYPE: SPLIT BARREL CHECKED BY: TDE					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.4 ft Concrete, 0.4 ft - 1.0 ft	5	18.9			
		Visual Classification, Fill Material (gravel, brick, coal, cinders), brn, Moist, Rec. = 1.2 ft					
		Visual Classification, Fill Material (gravel, brick, cinders), brn, Moist, Rec. = 0.6 ft	5	18.1			
		Visual Classification, Broken Rock (Phyllite), brn, Moist, Rec. = 0.4 ft	5	3.0			
		Visual Classification, Broken Rock (Phyllite), gry, Moist, Rec. = 0.6 ft	35	3.3			
		Visual Classification, Broken Rock (Phyllite), gry, MTW, Rec. = 1.2 ft	20	6.2			
		Hole stopped @ 11.0 ft					
		DRILLER'S NOTES: 1. Drilled to ledge or boulder.					

SOIL CLASSIFICATION

AASHTO	UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
A1 Gravel and Sand	<12	Very Soft
A3 Fine Sand	12-24	Soft
A2 Silty or Clayey Gravel and Sand	24-48	Med. Stiff
A4 Silty Soil - Low Compressibility	48-96	Stiff
A5 Silty Soil - Highly Compressible	96-192	Very Stiff
A6 Clayey Soil - Low Compressibility	>192	Hard
A7 Clayey Soil - Highly Compressible		

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

COMMONLY USED SYMBOLS

▼	Water Elevation	PI	Plasticity Index	R	Refusal (N > 100)
⊕	Standard Penetration Boring	NP	Non Plastic	OW	Indicates a temporary observation well installed
⊗	Auger Boring	w	Moisture Content (Dry Wgt. Basis)	COLOR	
⊙	Rod Sounding	D	Dry	blk	Black
S	Sample	M	Moist	bl	Blue
N	Standard Penetration Test	MTW	Moist To Wet	brn	Brown
	Blow Count Per 300 mm For:	W	Wet	dk	Dark
	50.8 mm O.D. Sampler	Sat	Saturated	gry	Gray
	35.0 mm I.D. Sampler	Bo	Boulder	gn	Green
	Hammer Weight Of 63.5 kg.	Gr	Gravel	lt	Light
	Hammer Fall Of 762 mm	Sa	Sand	or	Orange
VS	Field Vane Shear Test	SI	Silt	pnk	Pink
US	Undisturbed Soil Sample	Cl	Clay	pu	Purple
B	Blast	HP	Hardpan	rd	Red
DC	Diamond Core	Le	Ledge	tn	Tan
MD	Mud Drill	NLTD	No Ledge To Depth	wh	White
WA	Wash Ahead	CNPF	Can Not Penetrate Further	yel	Yellow
HSA	Hollow Stem Auger	TLOB	To Ledge Or Boulder	mltc	Multicolored
AX	Core Size 30.1mm	NR	No Recovery		
BX	Core Size 42.0 mm	Rec.	Recovery		
NX	Core Size 54.7 mm	%Rec.	Percent Recovery		
M	Double Tube Core Barrel Used	RQD	Rock Quality Designation		
LL	Liquid Limit	CBR	California Bearing Ratio		
PL	Plastic Limit	<	Less Than		
		>	Greater Than		

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)	CONSISTENCY (COHESIVE SOILS)
N	N
<5 Very Loose	<2 Very Soft
5-10 Loose	2-4 Soft
11-24 Med. Dense	5-8 Med. Stiff
25-50 Dense	9-15 Stiff
>50 Very Dense	16-30 Very Stiff
	31-60 Hard
	>60 Very Hard

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.	VARVED - Alternate layers of silt and clay.
BOULDER - A rock fragment with an average dimension > 304.8 mm.	HARDPAN - Extremely dense soil, cemented layer, not softened when wet.
COBBLE - Rock fragments with an average dimension between 76.2 and 304.8 mm.	MUCK - Soft organic soil (containing > 10% organic material).
GRAVEL - Rounded particles of rock < 76.2 mm and > 2 mm (#10 sieve).	MOISTURE CONTENT - Weight of water divided by dry weight of soil.
SAND - Particles of rock < 2 mm (#10 sieve) and > 75 μm (#200 sieve).	FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.
SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.	STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.
CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.	DIP - Inclination of bed with a horizontal plane.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044borlog.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LOGS SHEET 1

PLOT DATE: 3/16/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 134 OF 163

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-104 SHEET 1 of 1 DATE STARTED: 8/07/09 DATE COMPLETED: 8/07/09					
PROJECT NAME: BRATTLEBORO SITE NAME: MAST ARM SUPPORT STATION: A 11+15 OFFSET: 16.00 VTSPG NAD83: N 128099.43 ft E 1624965.96 ft		PROJECT NUMBER: STP 2000(24) SITE NUMBER: US-5 GROUND ELEVATION: 260.4 ft GROUNDWATER DEPTH: NO WATER TO DEPTH PROJECT PIN NUMBER: 08D044					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: MAHMUTOVIC		BORING RIG: LARGE SKID RIG w/AUTO HAMMER BORING TYPE: HOLLOW STEM AUGER SAMPLE TYPE: SPLIT BARREL CHECKED BY: TDE					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		A-2-4, SiSa, brn, Moist, Rec. = 2.0 ft	9	7.5	2.0	68.4	29.6
		A-2-4, SiSa, brn, Moist, Rec. = 1.0 ft	5	6.4	2.2	68.7	29.1
		A-2-4, SiGrSa, brn, Moist, Rec. = 0.7 ft	9	6.1	27.5	46.1	26.4
Hole stopped @ 7.0 ft							
DRILLER'S NOTES: 1. Drilled to ledge or boulder.							

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-105 SHEET 1 of 1 DATE STARTED: 8/06/09 DATE COMPLETED: 8/06/09					
PROJECT NAME: BRATTLEBORO SITE NAME: MAST ARM SUPPORT STATION: A 13+62 OFFSET: 19.00 VTSPG NAD83: N 128335.87 ft E 1624889.12 ft		PROJECT NUMBER: STP 2000(24) SITE NUMBER: US-5 GROUND ELEVATION: 279.1 ft GROUNDWATER DEPTH: NO WATER TO DEPTH PROJECT PIN NUMBER: 08D044					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: MAHMUTOVIC		BORING RIG: LARGE SKID RIG w/AUTO HAMMER BORING TYPE: HOLLOW STEM AUGER SAMPLE TYPE: SPLIT BARREL CHECKED BY: TDE					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
		Asphalt Pavement, 0.0 ft - 0.8 ft					
		A-1-b, GrSa, brn, Moist, Rec. = 2.0 ft	15	5.7	41.8	47.0	11.2
		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft	9	5.2	41.6	47.9	10.5
		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft	10	7.6	32.8	58.4	8.8
		Gravelly sand with Broken Rock, brn, Moist, Rec. = 0.6 ft, 7.0 ft - 9.0 ft	10	2.7			
		A-3, GrSa, brn, Moist, Rec. = 1.4 ft	32	5.6	20.4	71.5	8.1
Hole stopped @ 11.0 ft							
DRILLER'S NOTES: 1. Drilled to ledge or boulder.							

SOIL CLASSIFICATION

AASHTO

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN kPa	CONSISTENCY
<12	Very Soft
12-24	Soft
24-48	Med. Stiff
48-96	Stiff
96-192	Very Stiff
>192	Hard

COMMONLY USED SYMBOLS

▼	Water Elevation	PI	Plasticity Index
⊕	Standard Penetration Boring	NP	Non Plastic
⊙	Auger Boring	w	Moisture Content (Dry Wgt. Basis)
⊖	Rod Sounding	D	Dry
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N	Standard Penetration Test	MTW	Moist To Wet
	Blow Count Per 300 mm For:	W	Wet
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DC	Diamond Core	Le	Ledge
MD	Mud Drill	NLTD	No Ledge To Depth
WA	Wash Ahead	CNPF	Can Not Penetrate Further
HSA	Hollow Stem Auger	TLOB	To Ledge Or Boulder
AX	Core Size 30.1mm	NR	No Recovery
BX	Core Size 42.0 mm	Rec.	Recovery
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M	Double Tube Core Barrel Used	RQD	Rock Quality Designation
LL	Liquid Limit	CBR	California Bearing Ratio
PL	Plastic Limit	<	Less Than
		>	Greater Than

R Refusal (N > 100)
OW Indicates a temporary observation well installed

COLOR

blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)	CONSISTENCY (COHESIVE SOILS)		
DESCRIPTIVE TERM	DESCRIPTIVE TERM		
N	N		
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

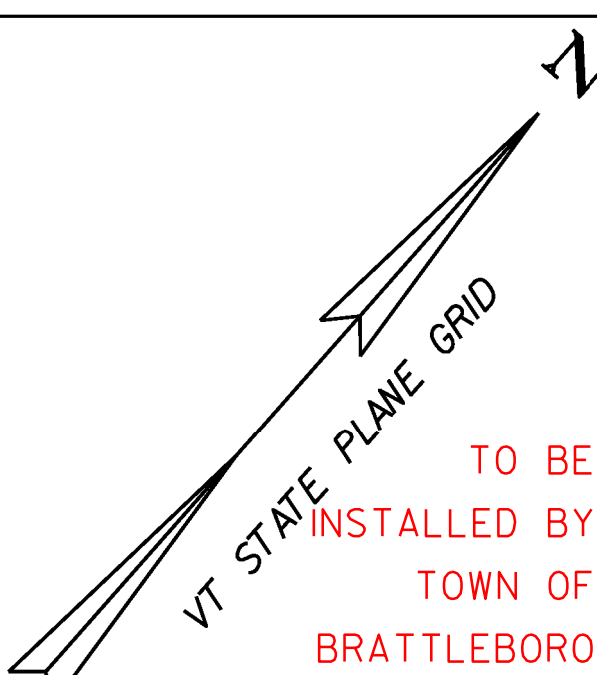
DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.	VARVED - Alternate layers of silt and clay.
BOULDER - A rock fragment with an average dimension > 304.8 mm.	HARDPAN - Extremely dense soil, cemented layer, not softened when wet.
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SILT - Soil < 75 μm (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.	STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.
CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.	DIP - Inclination of bed with a horizontal plane.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044borlog.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
BORING LOGS SHEET 2

PLOT DATE: 3/17/2010
DRAWN BY: A. ACHARYA
CHECKED BY: D. SPENCER
SHEET 135 OF 163

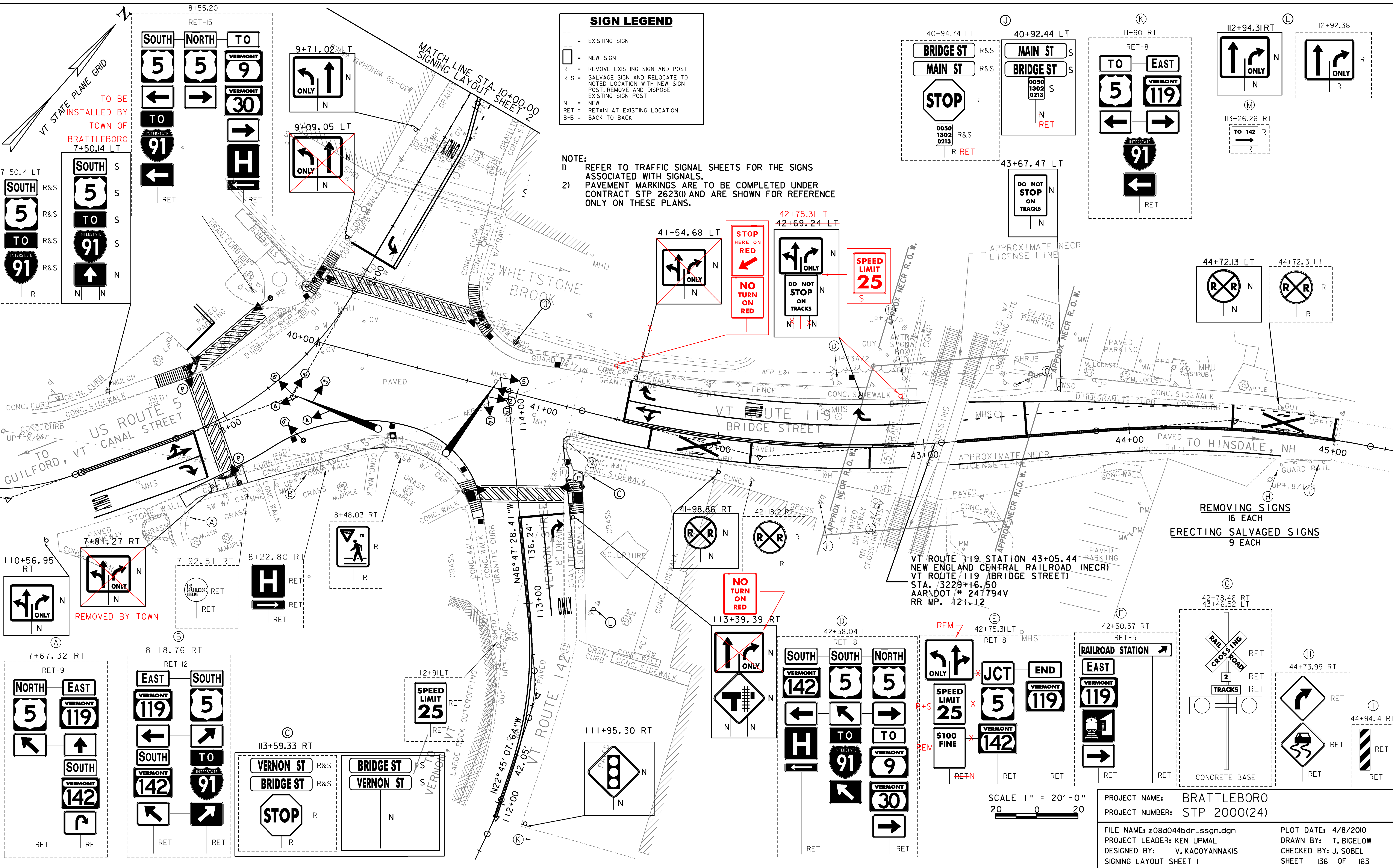


SIGN LEGEND

- EXISTING SIGN
- NEW SIGN
- R = REMOVE EXISTING SIGN AND POST
- R+S = SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST, REMOVE AND DISPOSE EXISTING SIGN POST
- N = NEW
- RET = RETAIN AT EXISTING LOCATION
- B-B = BACK TO BACK

NOTE:

- REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
- PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(I) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.



PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn

PROJECT LEADER: KEN UPMAL

DESIGNED BY: V. KACOYANNAKIS

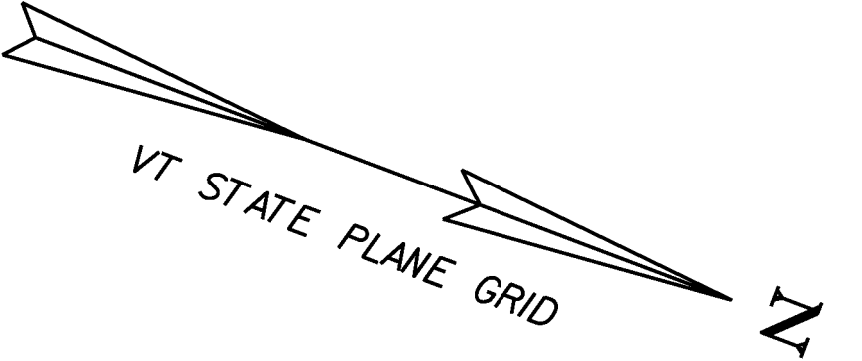
SIGNING LAYOUT SHEET 1

PLOT DATE: 4/8/2010

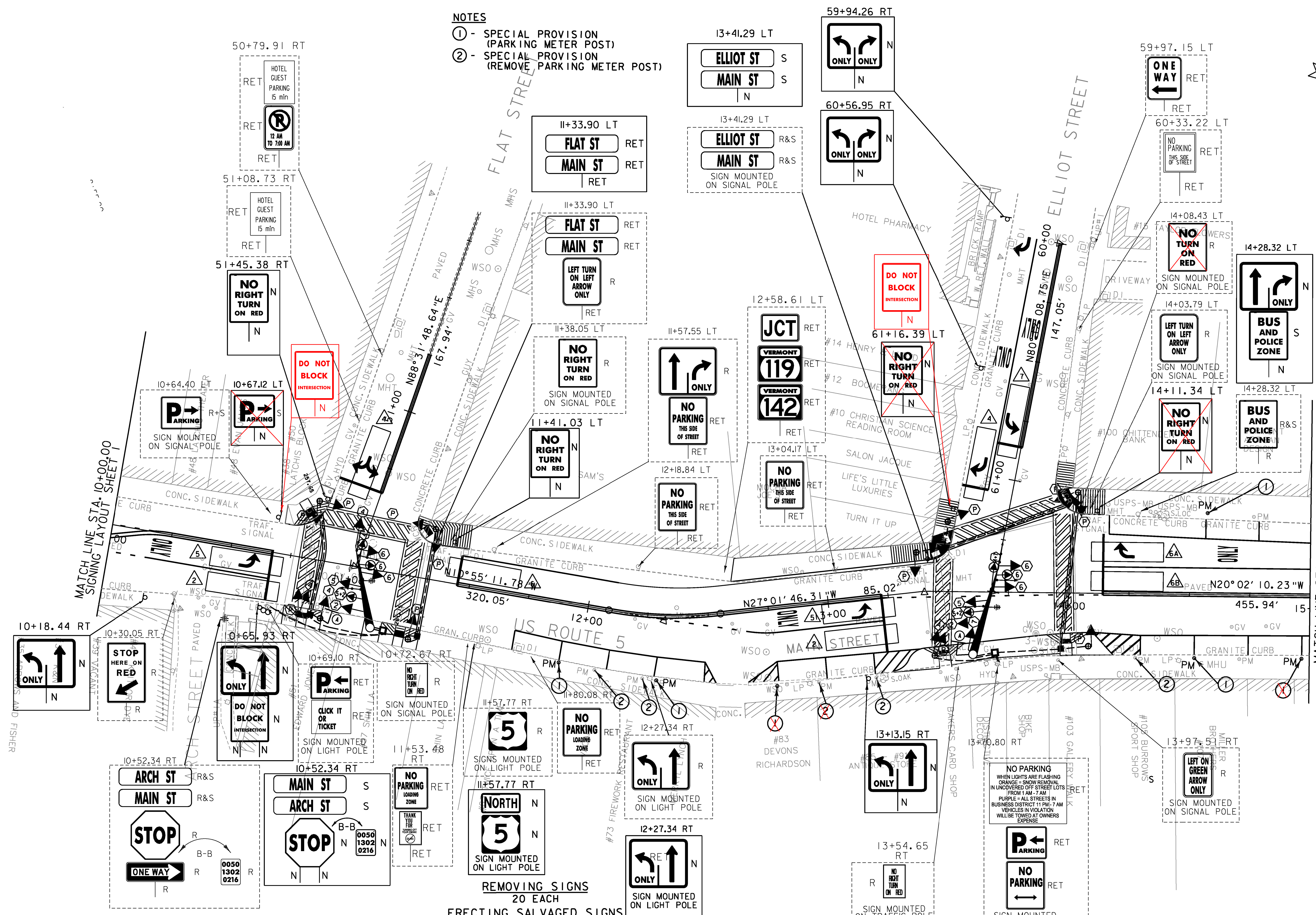
DRAWN BY: T. BIGELOW

CHECKED BY: J. SOBEL

SHEET 136 OF 163



- NOTES**
- ① - SPECIAL PROVISION (PARKING METER POST)
 - ② - SPECIAL PROVISION (REMOVE PARKING METER POST)



NOTE:

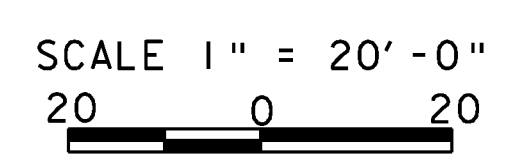
- 1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
- 2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623 (1) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

REMOVING SIGNS
20 EACH

ERECTING SALVAGED SIGNS
6 EACH

SPECIAL PROVISION (PARKING METER POST)
6 EACH

SPECIAL PROVISION (REMOVE PARKING METER POST)
5 EACH



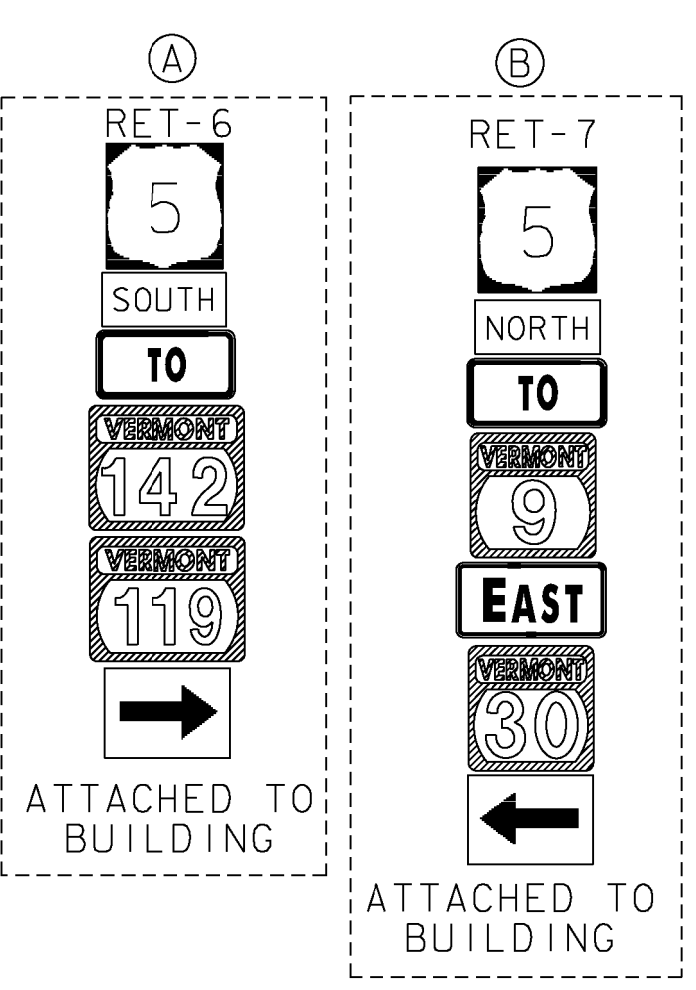
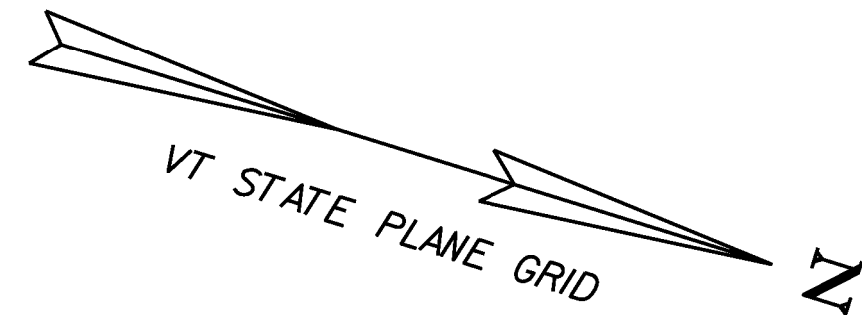
SIGN LEGEND

- [Dashed box] = EXISTING SIGN
- [Solid box] = NEW SIGN
- R = REMOVE EXISTING SIGN AND POST
- R+S = SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST, REMOVE AND DISPOSE EXISTING SIGN POST
- N = NEW
- RET = RETAIN AT EXISTING LOCATION
- B-B = BACK TO BACK

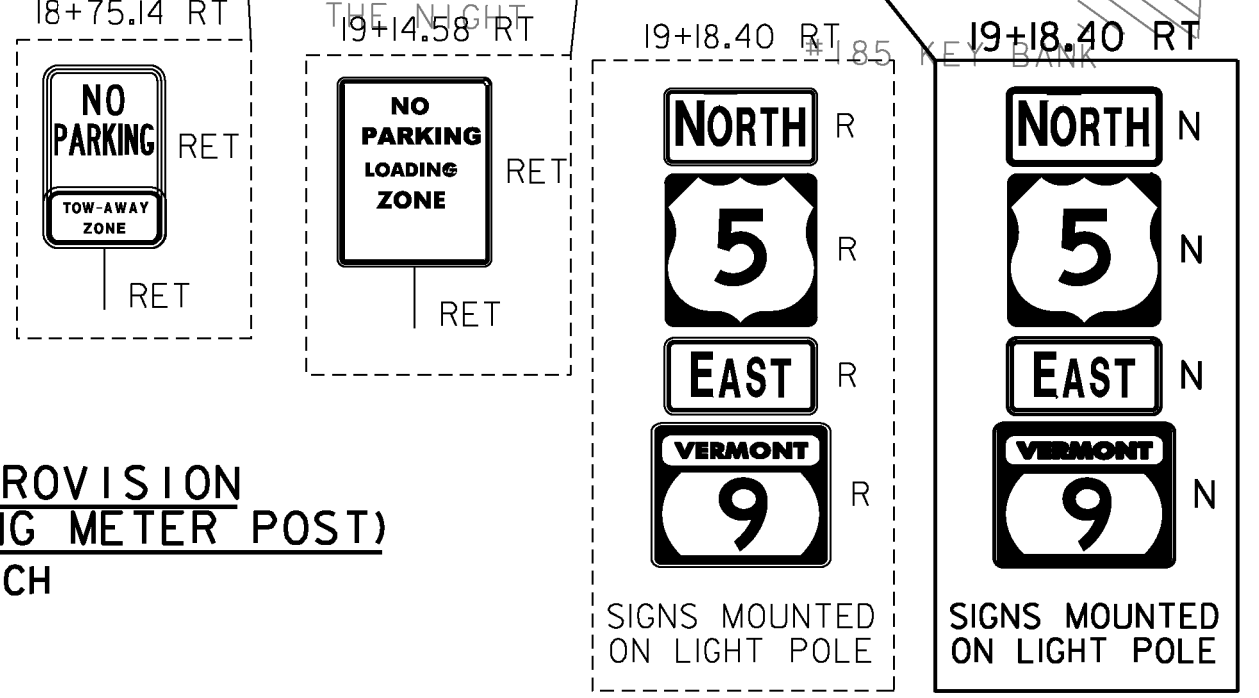
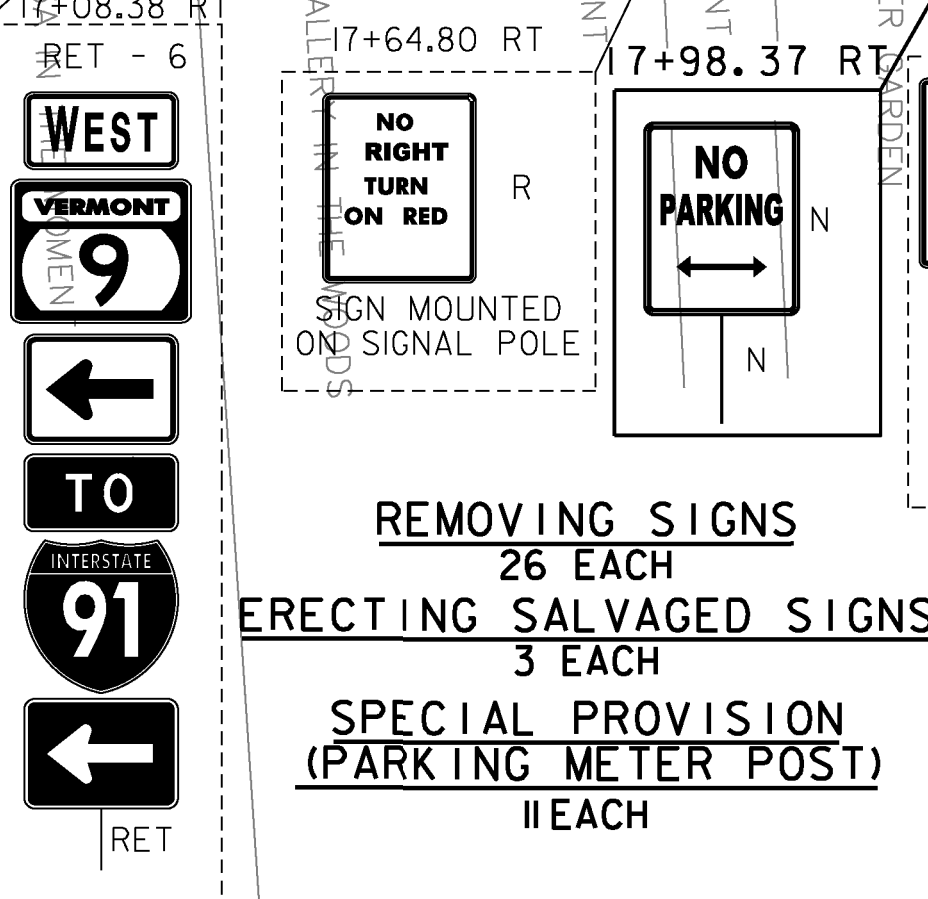
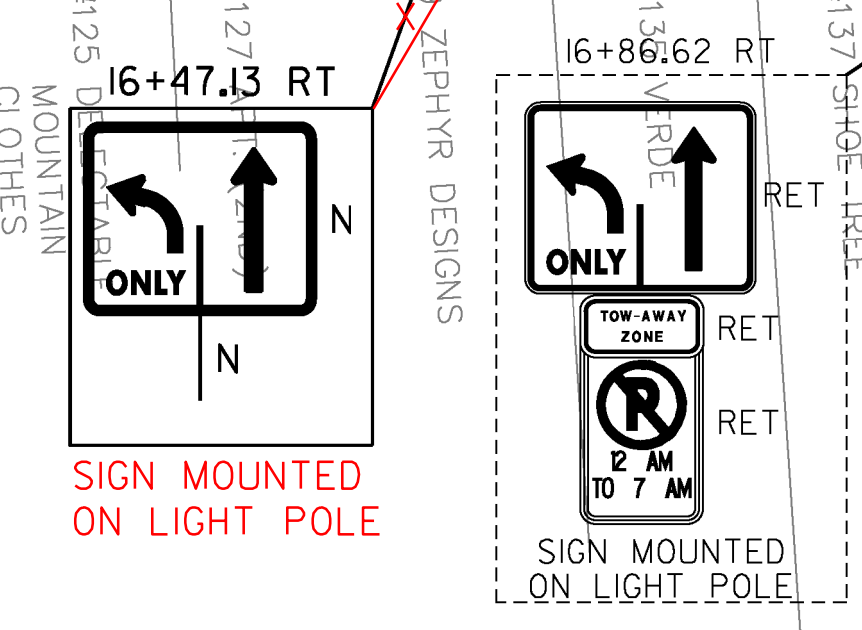
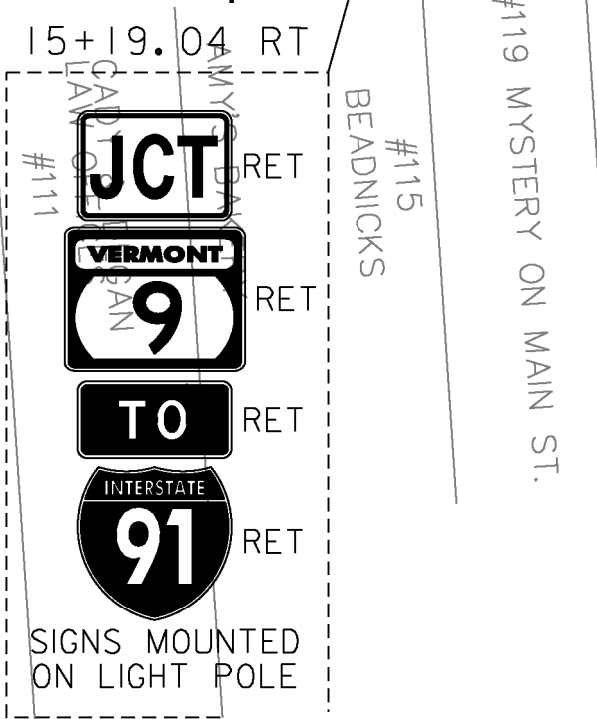
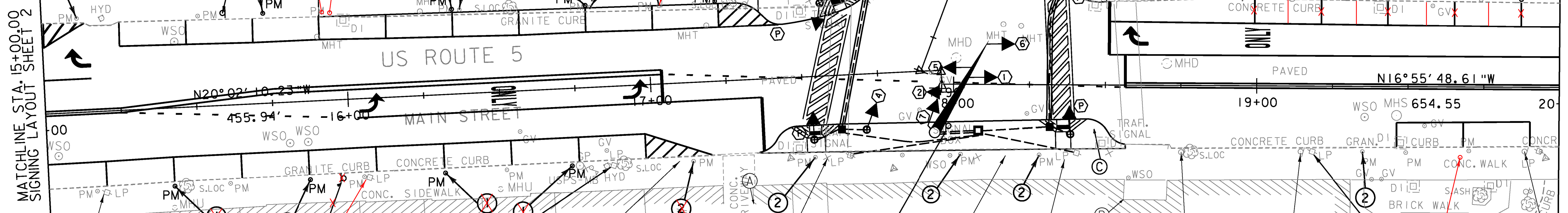
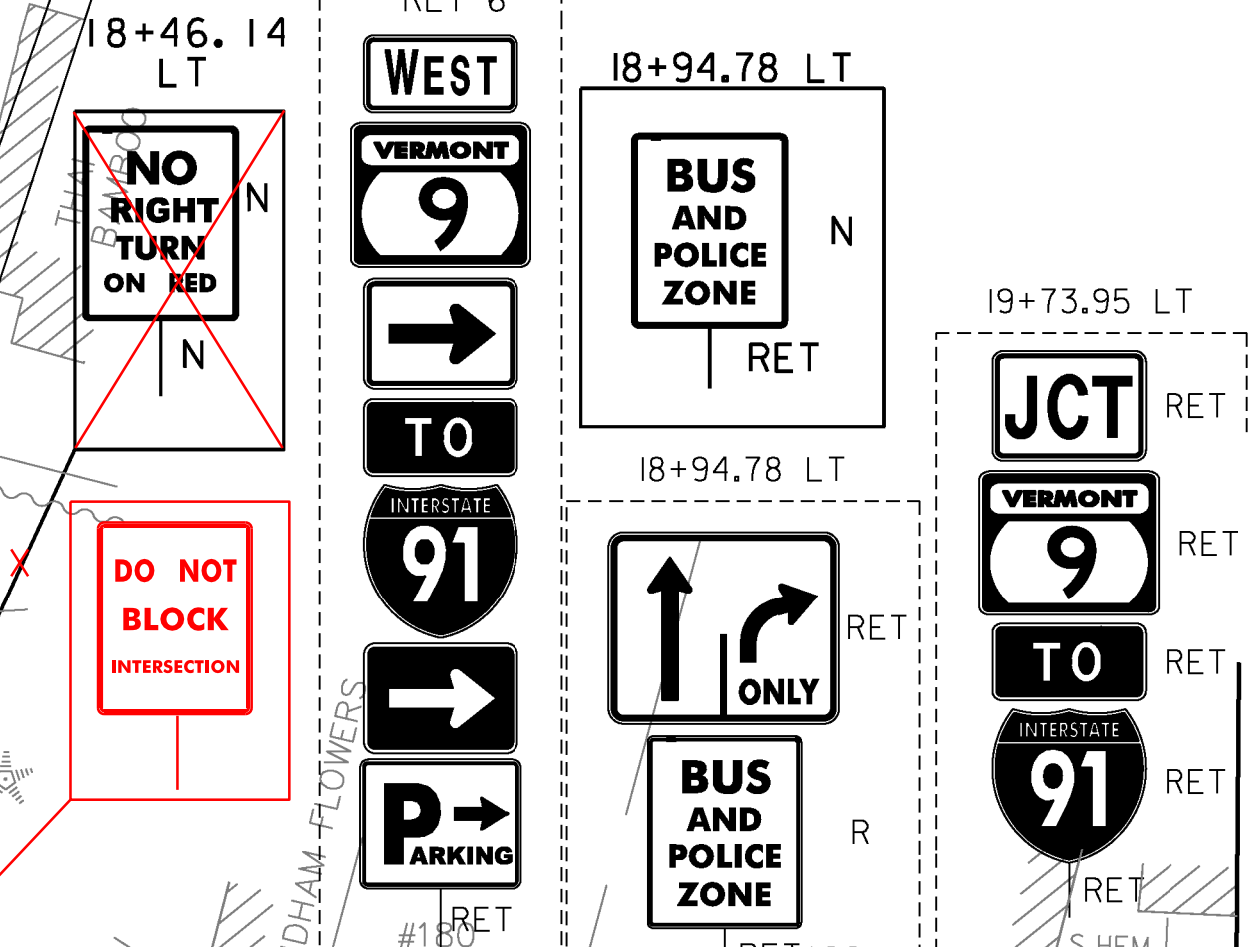
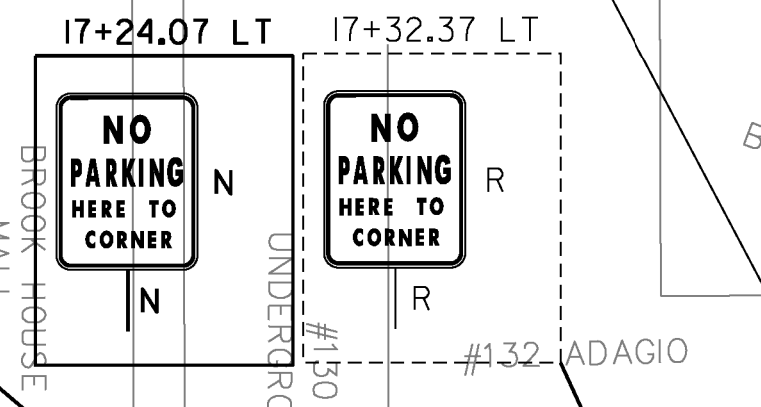
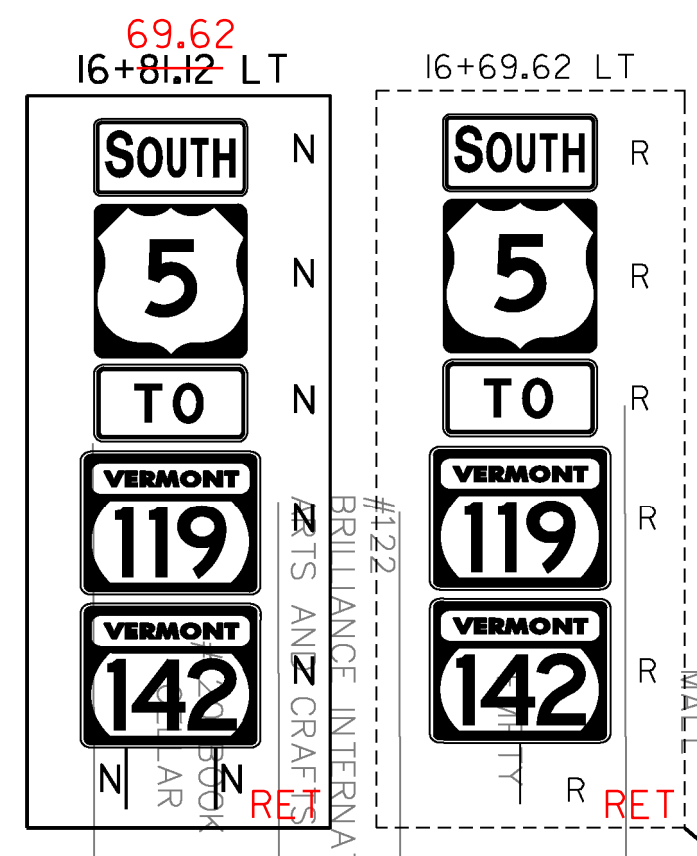
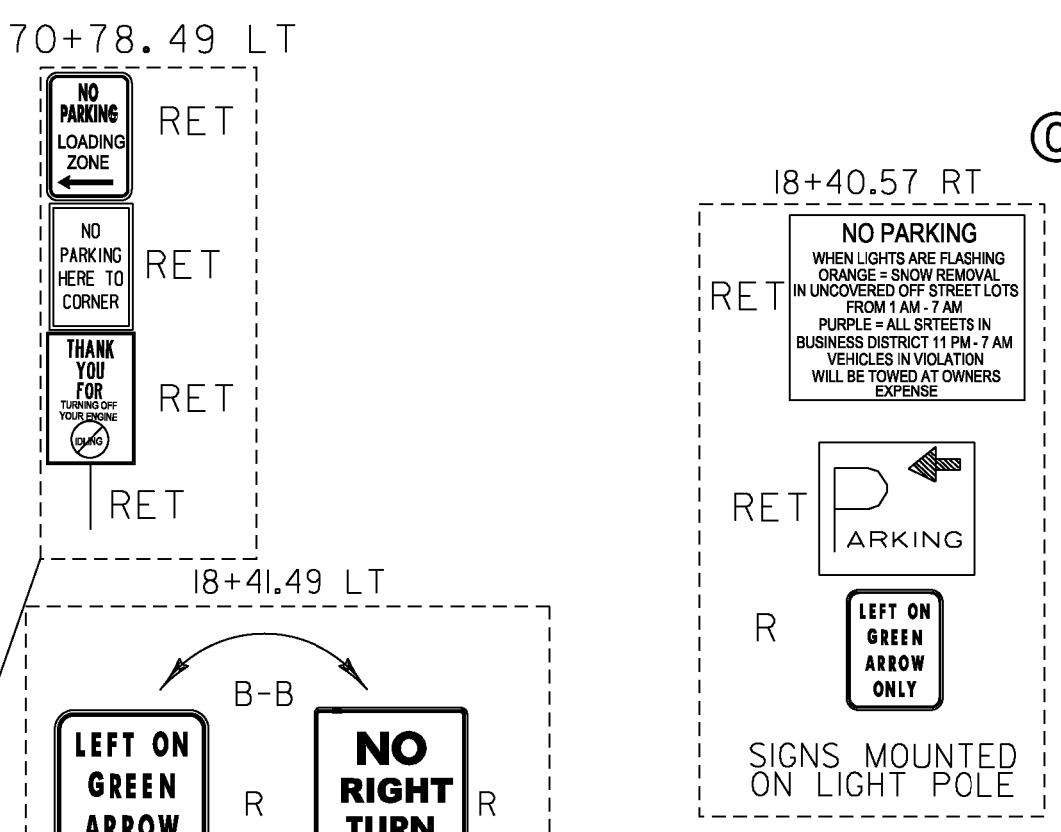
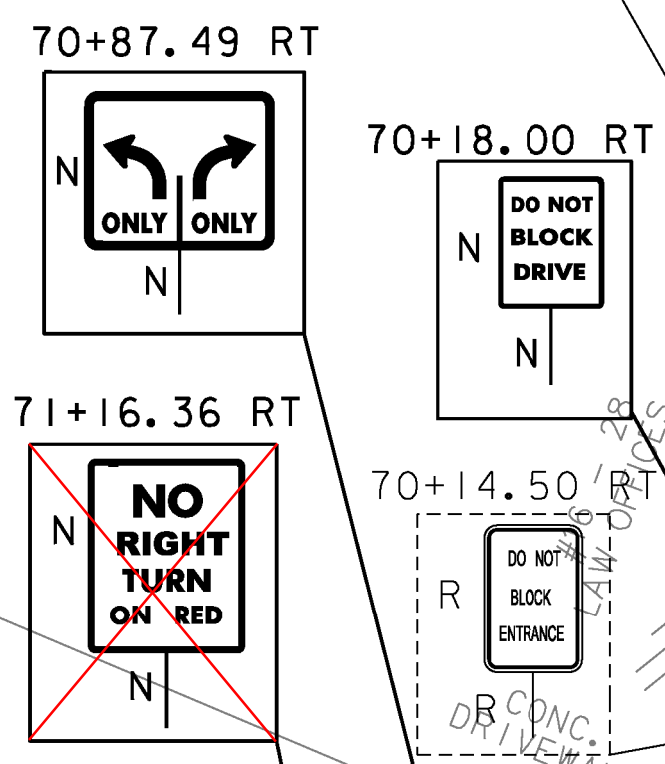
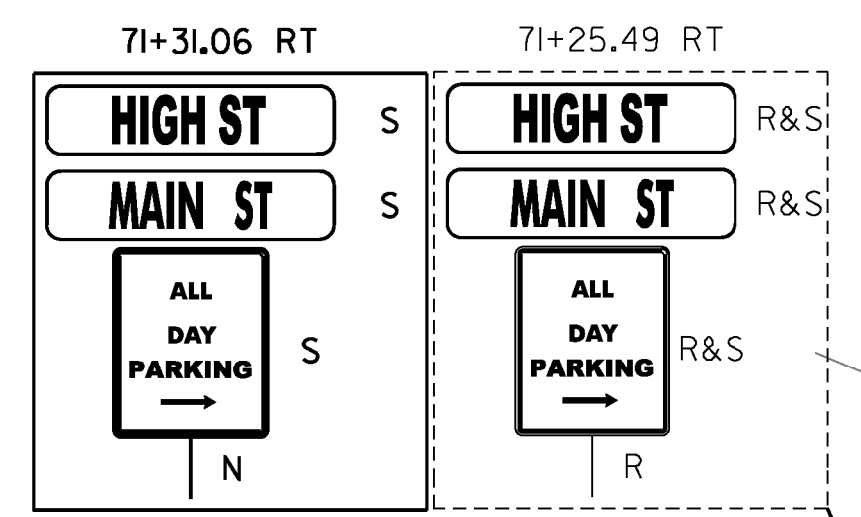
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
SIGNING LAYOUT SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: T. BIGELOW
CHECKED BY: J. SOBEL
SHEET 137 OF 163



NOTES
 ① - SPECIAL PROVISION (PARKING METER POST)
 ② - SPECIAL PROVISION (REMOVE PARKING METER POST)



SIGN LEGEND

- = EXISTING SIGN
- = NEW SIGN
- R = REMOVE EXISTING SIGN AND POST
- R+S = SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST. REMOVE AND DISPOSE EXISTING SIGN POST
- N = NEW
- RET = RETAIN AT EXISTING LOCATION
- B-B = BACK TO BACK

REMOVING SIGNS 26 EACH
 ERECTING SALVAGED SIGNS 3 EACH
 SPECIAL PROVISION (PARKING METER POST) 11 EACH
 SPECIAL PROVISION (REMOVE PARKING METER POST) 11 EACH

NOTE:
 1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
 2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(I) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

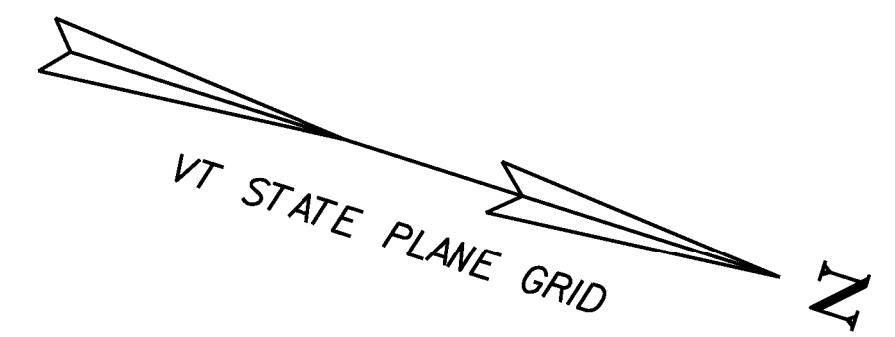
SCALE 1" = 20'-0"
 20 0 20

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn PLOT DATE: 4/8/2010
 PROJECT LEADER: KEN UPMAL DRAWN BY: T. BIGELOW
 DESIGNED BY: V. KACOYANNAKIS CHECKED BY: J. SOBEL
 SIGNING LAYOUT SHEET 3 SHEET 138 OF 163

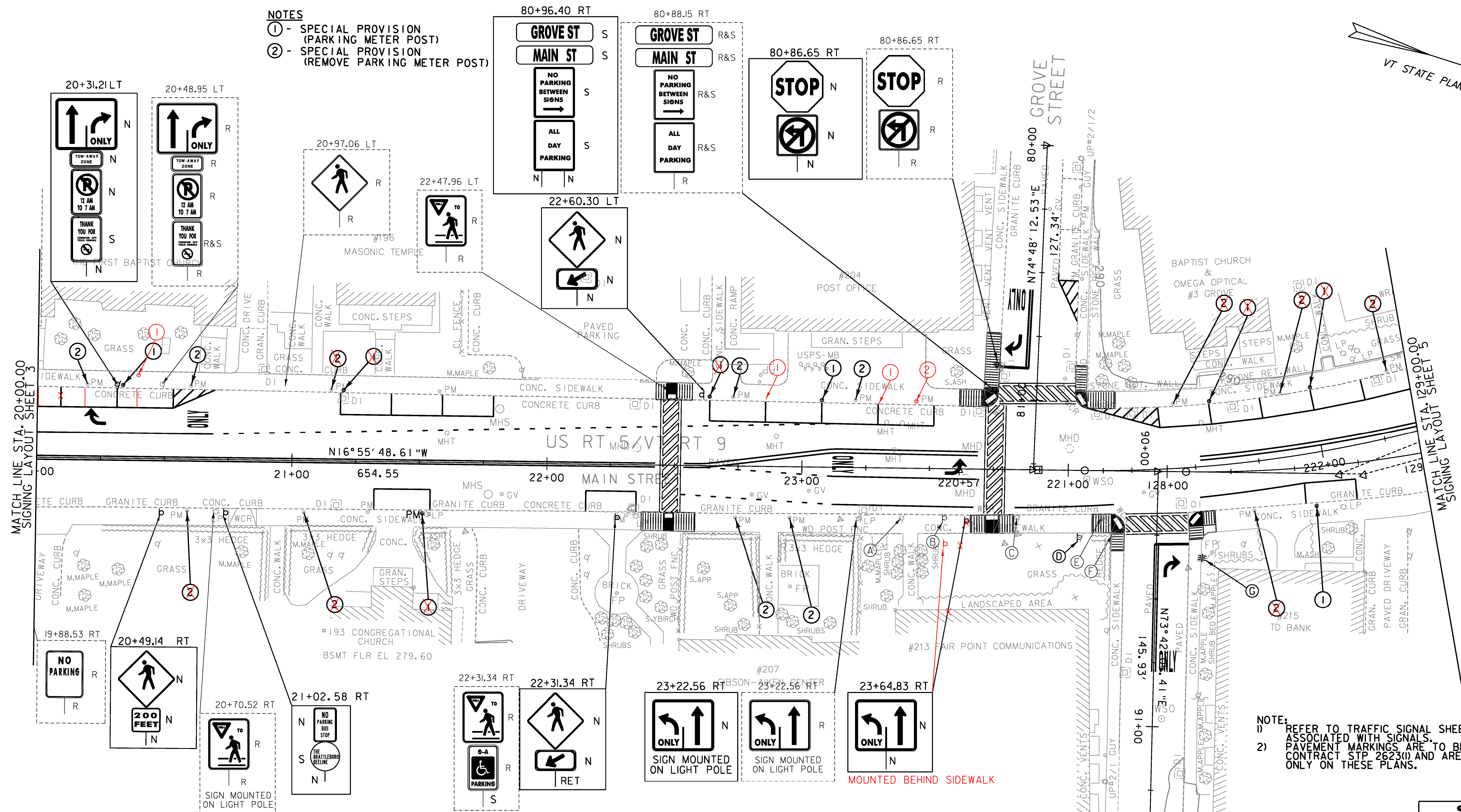
MATCHLINE STA. 15+00.00 SIGNING LAYOUT SHEET 2

MATCHLINE STA. 20+00.00 SIGNING LAYOUT SHEET 4



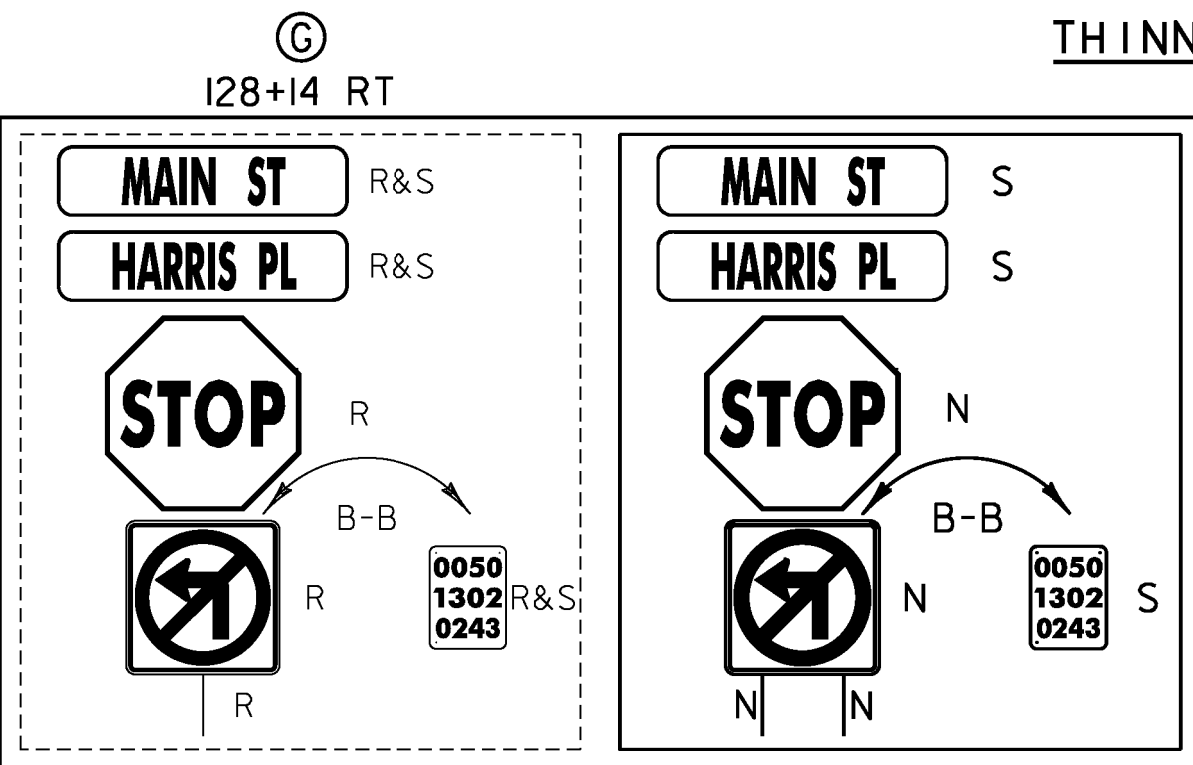
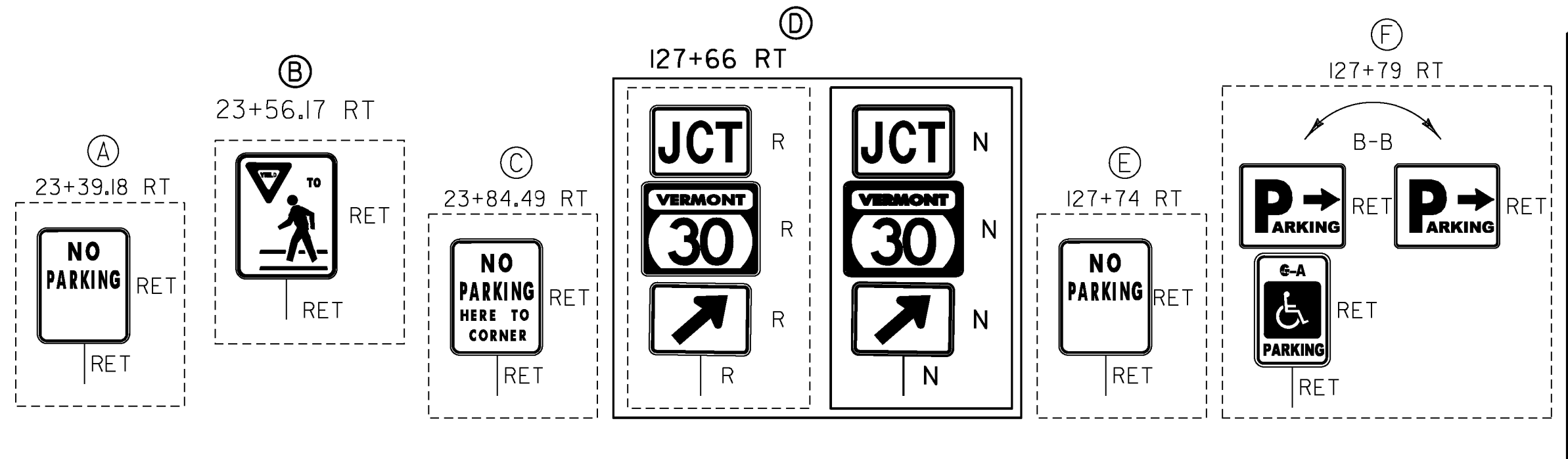
- NOTES**
- ① - SPECIAL PROVISION (PARKING METER POST)
 - ② - SPECIAL PROVISION (REMOVE PARKING METER POST)

ELIMINATED DOUBLE POST



- NOTE:**
- 1) REFER TO TRAFFIC SIGNAL SHEETS FOR THE SIGNS ASSOCIATED WITH SIGNALS.
 - 2) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(0) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

SIGN LEGEND	
	= EXISTING SIGN
	= NEW SIGN
R	= REMOVE EXISTING SIGN AND POST
R+S	= SALVAGE SIGN AND RELOCATE TO NOTED LOCATION WITH NEW SIGN POST, REMOVE AND DISPOSE EXISTING SIGN POST
N	= NEW
RET	= RETAIN AT EXISTING LOCATION
B-B	= BACK TO BACK



THINNING AND TRIMMING FOR SIGNS
TEACH (HARRIS PL. 90+33 RT)

REMOVING SIGNS
25 EACH

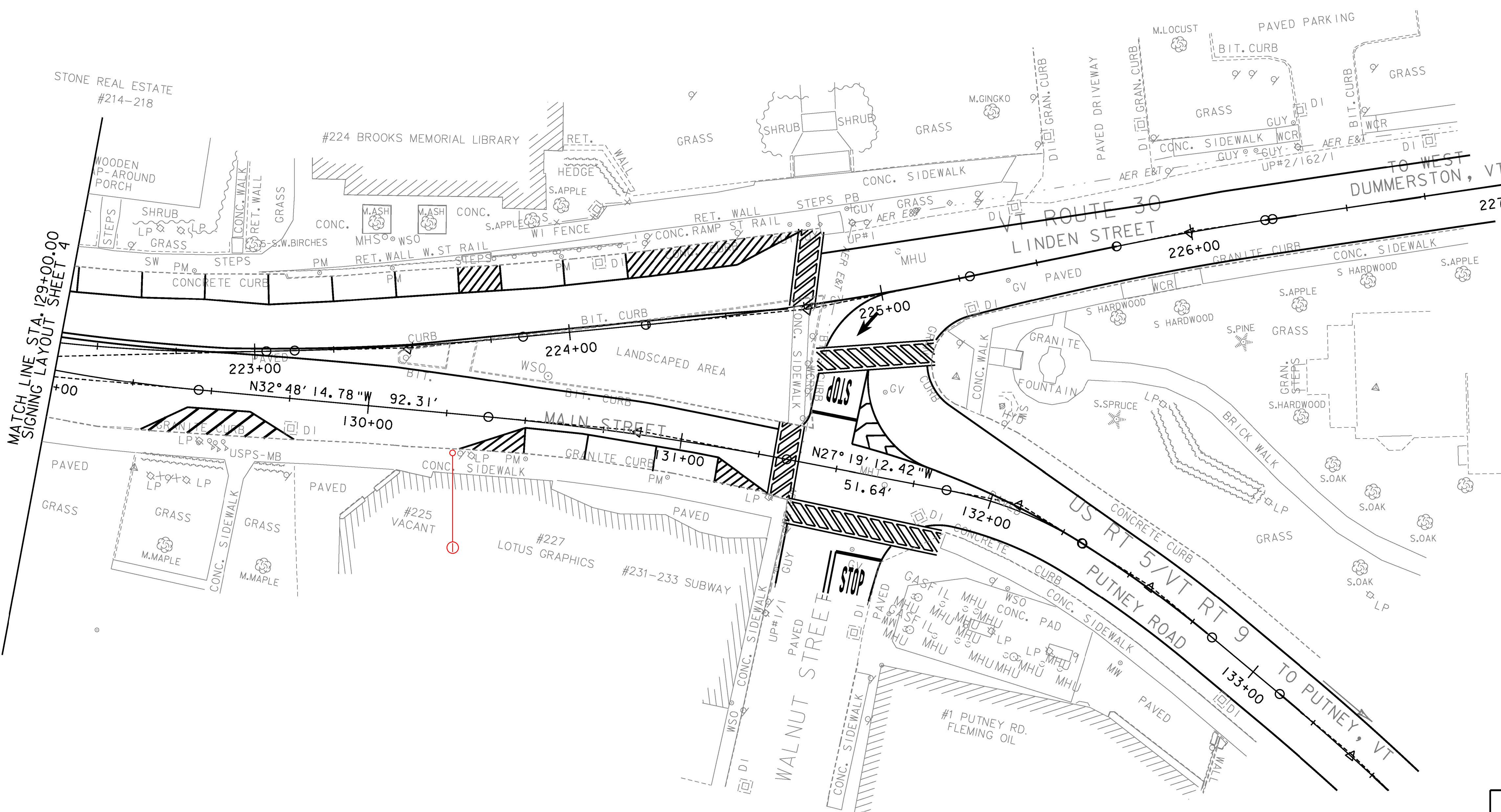
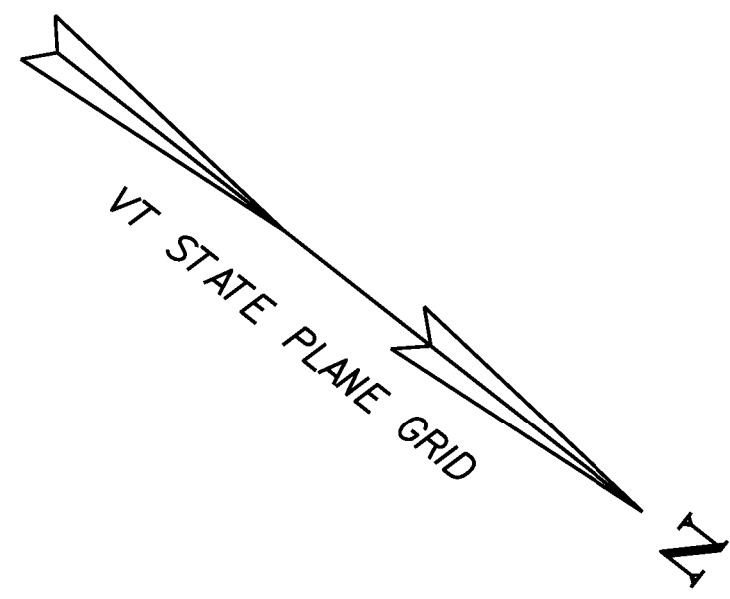
ERECTING SALVAGED SIGNS
9 EACH

SPECIAL PROVISION (PARKING METER POST)
8 EACH

SPECIAL PROVISION (REMOVE PARKING METER POST)
13 EACH

SCALE 1" = 20' - 0"
20 0 20

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044bdr_ssgn.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	V. KACOYANNAKIS
SIGNING LAYOUT SHEET	4
PLOT DATE:	4/8/2010
DRAWN BY:	T. BIGELOW
CHECKED BY:	J.SOBEL
SHEET	139 OF 163



BAPTIST CHURCH

STONE REAL ESTATE #214-218

#224 BROOKS MEMORIAL LIBRARY

MATCH LINE STA. 129+00.00
SIGNING LAYOUT SHEET 4

TO WEST DUMMERSTON, VT

ROUTE 30
LINDEN STREET

MAIN STREET

US RT 5/VT RT 9
PUTNEY ROAD

WALNUT STREET

TO PUTNEY, VT

NOTE:
1) PAVEMENT MARKINGS ARE TO BE COMPLETED UNDER CONTRACT STP 2623(I) AND ARE SHOWN FOR REFERENCE ONLY ON THESE PLANS.

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044bdr_ssgn.dgn	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: J. SOBEL
SIGNING LAYOUT SHEET 5	SHEET 140 OF 163

TRAFFIC SIGN SUMMARY SHEET 2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL														
		E	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)					W-SHAPE STEEL		FRUIT NME E	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER										
											lb/ft			1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0		5.0	FTG. SIZE				WEIGHT	POST SIZE								
											1.12	2.0	3.0	1.88	2.42	3.35	1.3	1.7	1.7		7.6	9.0	10.8		14.6	24"						30"							
OPTION ITEMS																																							
US RTE 5																																							
STATION 10+52.34, RT US RTE 5	RI-I, STOP		30	30	6.25																								INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH EXISTING SIGNS)										
STATION 10+52.34, RT US RTE 5	MILE MARKER		6	10	0.42																								INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT BACK TO BACK WITH PREVIOUS SIGNS)		STD. E-138								
STATION 10+65.93, RT US RTE 5	VR-92IL LANE CONTROL SIGN		30	30	6.25				2		X																		INSTALL A NEW SIGN ON A NEW POST		STD. E-145A								
STATION 10+65.93, RT US RTE 5	RIO-7, DO NOT BLOCK INTERSECTION		24	30	6.00																								INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH EXISTING SIGNS)										
STATION 10+67.12, LT US RTE 5	PARKING AREA SIGN	MISSING									X	POST IN, NO SIGN																	INSTALL SALVAGED SIGN ON NEW POST										
STATION 10+94.98, RT US RTE 5	RAILROAD PRE-EMPTION		36	24	6.00																								INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET 2 FOR LOCATION)		SHEET 151								
STATION 11+41.03, LT US RTE 5	RIO-IIB, NO TURN ON RED		24	30	5.00						X																		INSTALL A NEW SIGN ON NEW POST										
STATION 11+57.77, RT US RTE 5	M3-I, NORTH		24	12	2.00																								INSTALL A NEW SIGN ON LIGHT POLE										
STATION 11+57.77, RT US RTE 5	MI-4, US ROUTE SIGN		24	24	4.00																								INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)										
STATION 12+27.34, RT US RTE 5	VR-92IL LANE CONTROL SIGN		30	30	6.25																								INSTALL A NEW SIGN ON LIGHT POLE		STD. E-145A								
STATION 13+13.15, RT US RTE 5	VR-92IL LANE CONTROL SIGN		30	30	6.25						X																		INSTALL A NEW SIGN ON NEW POST		STD. E-145A								
STATION 13+41.29, LT US RTE 5	DI-I, GUIDE SIGN ELLIOT ST										X																		INSTALL SALVAGED SIGN ON NEW POST										
STATION 13+41.29, LT US RTE 5	DI-I, GUIDE SIGN MAIN ST																												INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)										
STATION 13+53.68, RT US RTE 5	RAILROAD PRE-EMPTION		36	24	6.00																								INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET 3 FOR LOCATION)		SHEET 152								
STATION 14+11.34, LT US RTE 5	RIO-IIB, NO TURN ON RED		24	30	5.00						X																		INSTALL A NEW SIGN ON NEW POST										
<p>FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px;"> <p>FT FT FT 91.00</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>FT FT FT</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>EA</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>LB LB LB</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>LB LB LB LB</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>EA. EA. LB</p> </div> </div>																																							
TOTALS		SF	SF	EA. 2-3	SF						FT	FT																											
		59.42									91.00																												
		<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">PROJECT NAME: BRATTLEBORO</td> <td style="width: 33%;">PROJECT NUMBER: STP 2000(24)</td> <td style="width: 33%;">PLOT DATE: 4/8/2010</td> </tr> <tr> <td>FILE NAME:</td> <td>PROJECT LEADER: KEN UPMAL</td> <td>DRAWN BY: A.ACHARYA</td> </tr> <tr> <td>DESIGNED BY: A.ACHARYA</td> <td>CHECKED BY: V. KACOYANNAKIS</td> <td>TRAFFIC SIGN SUMMARY SHEET 2</td> </tr> <tr> <td></td> <td></td> <td>SHEET 142 OF 163</td> </tr> </table>																										PROJECT NAME: BRATTLEBORO	PROJECT NUMBER: STP 2000(24)	PLOT DATE: 4/8/2010	FILE NAME:	PROJECT LEADER: KEN UPMAL	DRAWN BY: A.ACHARYA	DESIGNED BY: A.ACHARYA	CHECKED BY: V. KACOYANNAKIS	TRAFFIC SIGN SUMMARY SHEET 2			SHEET 142 OF 163
PROJECT NAME: BRATTLEBORO	PROJECT NUMBER: STP 2000(24)	PLOT DATE: 4/8/2010																																					
FILE NAME:	PROJECT LEADER: KEN UPMAL	DRAWN BY: A.ACHARYA																																					
DESIGNED BY: A.ACHARYA	CHECKED BY: V. KACOYANNAKIS	TRAFFIC SIGN SUMMARY SHEET 2																																					
		SHEET 142 OF 163																																					

TRAFFIC SIGN SUMMARY SHEET 3

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAINED	NO. OF POSTS	NEW SIGN POSTS																		REMARKS	SIGN DETAIL									
		E	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		REQUIRED SIGN FRAME	DETAIL ON SHEET NUMBER		STD. SHEET NUMBER									
											lb/ft			lb/ft			FOUND-ATION	lb/ft				FTG. SIZE		WEIGHT	POST SIZE													
											1.12	2.0	3.0	1.75	2.0	2.5		3.0	4.0	4.0 MOD	3.0	3.5	4.0							5.0	24"	30"						
OPTION ITEMS																																						
US RTE 5																																						
STATION 14+28.32, LT US RTE 5		VR-92IR LANE CONTROL SIGN	I	30	30	6.25			I			X																	INSTALL A NEW SIGN ON NEW POST	STD. E-145A								
STATION 14+28.32, LT US RTE 5		BUS AND POLICE ZONE																											INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH THE PREVIOUS SIGN)									
STATION 15+59.95, LT US RTE 5		VR-92IR LANE CONTROL SIGN	I	30	30	6.25			I			X																	INSTALL A NEW SIGN ON A NEW POST	STD. E-145A								
STATION 16+47.13, RT US RTE 5		VR-92IL LANE CONTROL SIGN	I	30	30	6.25						X																	INSTALL A NEW SIGN ON A NEW POST	STD. E-145A								
STATION 16+69.62, 16+81.12, LT US RTE 5		M3-3, SOUTH	I	24	12	2.00																							INSTALL A NEW SIGN ON A NEW POST									
STATION 16+69.62, 16+81.12, LT US RTE 5		MI-4, US ROUTE SIGN	I	24	24	4.00																							INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)									
STATION 16+69.62, 16+81.12, LT US RTE 5		M4-5, TO	I	24	12	2.00																							INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)	STD. E-136B								
STATION 16+69.62, 16+81.12, LT US RTE 5		VERMONT 119	I	30	24	5.00																							INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)	STD. E-136B								
STATION 16+69.62, 16+81.12, LT US RTE 5		VERMONT 142	I	30	24	5.00																							INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)									
STATION 17+24.07, LT US RTE 5		NO PARKING	I	12	18	1.50			I			X																	INSTALL A NEW SIGN ON A NEW POST									
STATION 17+80.60, RT US RTE 5		RAILROAD PRE-EMPTION	I	36	24	6.00																							INSTALL A NEW SIGN ON PEDESTAL POST (SEE TRAFFIC SIGNAL SHEET 4 FOR LOCATION)	SHEET 153								
STATION 17+98.37, RT US RTE 5		NO PARKING	I	12	18	1.50			I			X																	INSTALL A NEW SIGN ON A NEW POST									
STATION 18+46.14, LT US RTE 5		R10-IIB, NO TURN ON RED	I	24	30	5.00			I			X																	INSTALL A NEW SIGN ON A NEW POST									
STATION 18+94.78, LT US RTE 5		BUS AND POLICE ZONE	I	24	30	5.00			I																				INSTALL A NEW SIGN ON EXISTING POST									
STATION 19+18.40, RT US RTE 5		M3-1, NORTH	I	24	12	2.00																							INSTALL A NEW SIGN ON LIGHT POLE									
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".										EA	LB	LB	LB	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
										23.26	50.74	74.00	37.00	2																								
TOTALS										SF	SF	EA	SF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	
										57.75		1		74.00	37.00																							

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: _____ PLOT DATE: 3/19/2010
PROJECT LEADER: KEN UPMAL DRAWN BY: A.ACHARYA
DESIGNED BY: A.ACHARYA CHECKED BY: V. KACOYANNAKIS
TRAFFIC SIGN SUMMARY SHEET 3 SHEET 143 OF 163

TRAFFIC SIGN SUMMARY SHEET 4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN	NO. OF POSTS	NEW SIGN POSTS																				REMARKS	SIGN DETAIL	
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		RE FRUIT NEE D	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER				
											lb/ft	1.12	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0				FTG. SIZE		WEIGHT	POST SIZE
OPTION ITEMS																																
US RTE 5																																
STATION 19+18.40, RT US RTE 5	MI-4, US ROUTE SIGN	I	24	24	4.00																							INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 19+18.40, RT US RTE 5	M3-2, EAST	I	24	12	2.00																							INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 19+18.40, RT US RTE 5	VERMONT 9	I	24	24	4.00																							INSTALL A NEW SIGN ON LIGHT POLE (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 20+31.21, LT US RTE 5	VR-92IR LANE CONTROL SIGN	I	30	30	6.25				-2		X																	INSTALL A NEW SIGN ON A NEW POST		STD. E-145A		
STATION 20+31.21, LT US RTE 5	TOW-AWAY ZONE	I	12	6	0.50																							INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 20+31.21, LT US RTE 5	R7-2a NO PARKING	I	12	18	1.50																							INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 20+31.21, LT US RTE 5	NO IDLING										I																	INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 20+49.14, RT US RTE 5	WII-2, PEDESTRIAN AHEAD	I	30	30	6.25				I		X																	INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING				
STATION 20+49.14, RT US RTE 5	W16-2 200 FT	I	24	18	3.00																							INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 21+02.58, RT US RTE 5	NO PARKING	I	12	18	1.50				I		X																	INSTALL A NEW SIGN ON A NEW POST				
STATION 21+02.58, RT US RTE 5	THE BRATTLEBORO BEELINE																											INSTALL SALVAGED SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 22+31.34, RT US RTE 5	WII-2, PEDESTRIAN AHEAD	I	30	30	6.25				I																			INSTALL A NEW SIGN ON EXISTING POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING				
STATION 22+31.34, RT US RTE 5	W16-7P ARROW	I	24	12	2.00																							INSTALL A NEW SIGN ON EXISTING POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING (SUB-MOUNT WITH PREVIOUS SIGN)				
STATION 23+22.56, RT US RTE 5	VR-92IL LANE CONTROL SIGN	I	30	30	6.25																							INSTALL A NEW SIGN ON LIGHT POLE		STD. E-145A		
STATION 22+60.30, LT US RTE 5	WII-2, PEDESTRIAN AHEAD	I	30	30	6.25				I		X																	INSTALL A NEW SIGN ON A NEW POST TYPE IX FLUORESCENT YELLOW GREEN BACKGROUND RETROREFLECTIVE SHEETING				

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)
FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY: A.ACHARYA
TRAFFIC SIGN SUMMARY SHEET 4
PLOT DATE: 3/19/2010
DRAWN BY: A.ACHARYA
CHECKED BY: V. KACOYANNAKIS
SHEET 144 OF 163



TOTALS	SF	SF	EA.	SF		FT	FT	FT	EA.	LB	LB	LB	EA.	LB	EA.	EA.	LB
	49.75		-2			75.25			4								

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

TRAFFIC SIGN SUMMARY SHEET 7

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXISTING POST RETAIN	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL																																			
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)			W-SHAPE STEEL				REQUIRE SIGN	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER																																	
											1.2	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	FTG. SIZE						WEIGHT	POST SIZE																															
																								lb/ft								lb/ft		lb/ft		24"	30"																									
OPTION ITEMS																																																														
VT RTE 9																																																														
STATION 71+16.36, RT VT RTE 9	RIO-IIB, NO TURN ON RED	I	24	30	5.00				1																				INSTALL A NEW SIGN ON NEW POST																																	
STATION 71+31.06, RT VT RTE 9	DI-I, GUIDE SIGN HIGH ST								1																				INSTALL SALVAGED SIGN ON NEW POST																																	
STATION 71+31.06, RT VT RTE 9	DI-I, GUIDE SIGN MAIN ST																												INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
STATION 71+31.06, RT VT RTE 9	PARKING																												INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
GROVE STREET																																																														
STATION 80+86.65, RT GROVE STREET	RI-I, STOP	I	30	30	6.25				2																				INSTALL A NEW SIGN ON A NEW POST																																	
STATION 80+86.65, RT GROVE STREET	R3-2, LEFT TURN PROHIBITED	I	30	30	6.25																								INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
STATION 80+96.40, RT GROVE STREET	DI-I, GUIDE SIGN GROVE ST				SIGN WAS NOT PRESENT				1																				INSTALL SALVAGED SIGN ON NEW POST																																	
STATION 80+96.40, RT GROVE STREET	DI-I, GUIDE SIGN MAIN ST																												INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
STATION 80+96.40, RT GROVE STREET	NO PARKING																												INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
STATION 80+96.40, RT GROVE STREET	PARKING																												INSTALL SALVAGED SIGN ON NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
HARRIS PLACE																																																														
STATION 128+14, RT HARRIS PLACE	DI-I, GUIDE SIGN MAIN ST								2																				INSTALL SALVAGED SIGN ON NEW POSTS																																	
STATION 128+14, RT HARRIS PLACE	DI-I, GUIDE SIGN HARRIS PL																												INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT WITH PREVIOUS SIGN)																																	
STATION 128+14, RT HARRIS PLACE	RI-I, STOP	I	30	30	6.25																								INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)																																	
<p>FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;"></td> <td style="width:10%; text-align:center;">FT</td> <td style="width:10%; text-align:center;">FT</td> <td style="width:10%; text-align:center;">FT</td> <td style="width:10%; text-align:center;">FT</td> <td style="width:10%; text-align:center;">FT</td> <td style="width:10%; text-align:center;">FT</td> <td style="width:10%; text-align:center;">EA</td> <td style="width:10%; text-align:center;">LB</td> <td style="width:10%; text-align:center;">LB</td> <td style="width:10%; text-align:center;">LB</td> <td style="width:10%; text-align:center;">LB</td> <td style="width:10%; text-align:center;">LB</td> <td style="width:10%; text-align:center;">LB</td> <td style="width:10%; text-align:center;">EA</td> <td style="width:10%; text-align:center;">EA</td> <td style="width:10%; text-align:center;">LB</td> </tr> <tr> <td style="text-align:center;">TOTALS</td> <td colspan="6" style="text-align:center;">94.00</td> <td style="text-align:center;">94.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>																													FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	LB	LB	EA	EA	LB	TOTALS	94.00						94.00										
	FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	LB	LB	EA	EA	LB																																														
TOTALS	94.00						94.00																																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> PROJECT NAME: BRATTLEBORO PROJECT NUMBER: STP 2000(24) </td> <td style="width:50%;"> FILE NAME: PLOT DATE: 3/19/2010 </td> </tr> <tr> <td> PROJECT LEADER: KEN UPMAL DESIGNED BY: A.ACHARYA TRAFFIC SIGN SUMMARY SHEET 7 </td> <td> DRAWN BY: A.ACHARYA CHECKED BY: V. KACOYANNAKIS SHEET 147 OF 163 </td> </tr> </table>																												PROJECT NAME: BRATTLEBORO PROJECT NUMBER: STP 2000(24)	FILE NAME: PLOT DATE: 3/19/2010	PROJECT LEADER: KEN UPMAL DESIGNED BY: A.ACHARYA TRAFFIC SIGN SUMMARY SHEET 7	DRAWN BY: A.ACHARYA CHECKED BY: V. KACOYANNAKIS SHEET 147 OF 163																															
PROJECT NAME: BRATTLEBORO PROJECT NUMBER: STP 2000(24)	FILE NAME: PLOT DATE: 3/19/2010																																																													
PROJECT LEADER: KEN UPMAL DESIGNED BY: A.ACHARYA TRAFFIC SIGN SUMMARY SHEET 7	DRAWN BY: A.ACHARYA CHECKED BY: V. KACOYANNAKIS SHEET 147 OF 163																																																													

TRAFFIC SIGN SUMMARY SHEET 8

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAINED	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL										
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL	SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER									
										OPTION ITEMS																									
HARRIS PLACE																																			
STATION 128+14, RT HARRIS PLACE		R3-2, LEFT TURN PROHIBITED	1	24	24	4.00																						INSTALL A NEW SIGN ON A NEW POST (SUB-MOUNT WITH PREVIOUS SIGN)							
STATION 128+14, RT HARRIS PLACE		MILE MARKER					1																					INSTALL SALVAGED SIGN ON NEW POSTS (SUB-MOUNT BACK TO BACK WITH PREVIOUS SIGN)		STD. E-138					
										FT	FT	FT	FT	FT	FT	EA	LB	LB	LB			LB	LB	LB	LB										
										FT				FT				LB			EA.	LB				EA.	EA.	LB							
TOTALS						SF	SF	EA.	SF		FT				FT				LB			EA.	LB				EA.	EA.	LB						
						4.00		1																											

	SF	SF	EA.	SF		FT	FT	LB	EA.	LB	EA.	EA.	LB
TRAFFIC SIGN SUMMARY SHEET 1 TOTALS	29.69		2			48.33							
	53.94		6			126.75							
TRAFFIC SIGN SUMMARY SHEET 2 TOTALS	47.42		2			61.93							
	59.42		3			91.00							
TRAFFIC SIGN SUMMARY SHEET 3 TOTALS	57.75		1			37.83							
						74.00		37.00					
TRAFFIC SIGN SUMMARY SHEET 4 TOTALS	48.25		2			45.75							
	49.75					75.25							
TRAFFIC SIGN SUMMARY SHEET 5 TOTALS	57.10		3			84.75							
						115.08							
TRAFFIC SIGN SUMMARY SHEET 6 TOTALS	62.50		2			115.5							
						140.75							
TRAFFIC SIGN SUMMARY SHEET 7 TOTALS	23.75		7			61.67							
			9			94.00							
TRAFFIC SIGN SUMMARY SHEET 8 TOTALS	4.00		1										
GRAND TOTALS	330.46		20			455.76		0					
	368.21		27			716.83		37.00					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A.ACHARYA
DESIGNED BY: A.ACHARYA	CHECKED BY: V. KACCOYANNAKIS
TRAFFIC SIGN SUMMARY SHEET 8	SHEET 148 OF 163

THIS SHEET IS INTENTIONALLY LEFT BLANK

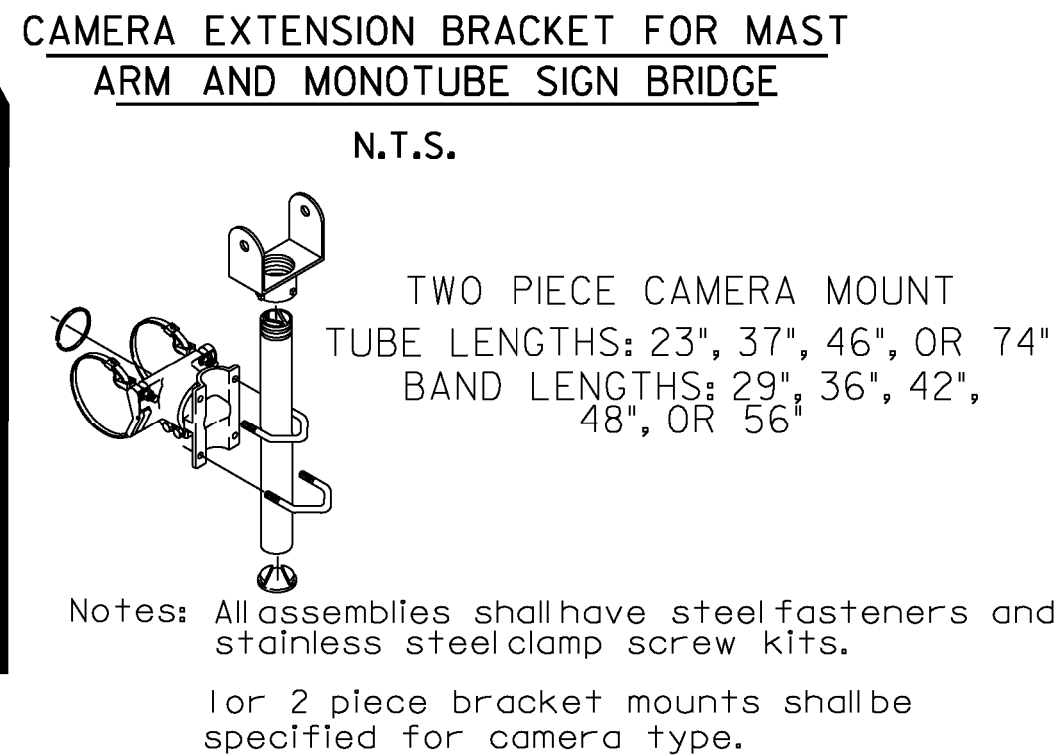
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME:
PROJECT LEADER: KEN UPMAL
DESIGNED BY:
BLANK SHEET

PLOT DATE: 3/17/2010
DRAWN BY:
CHECKED BY:
SHEET 149 OF 163

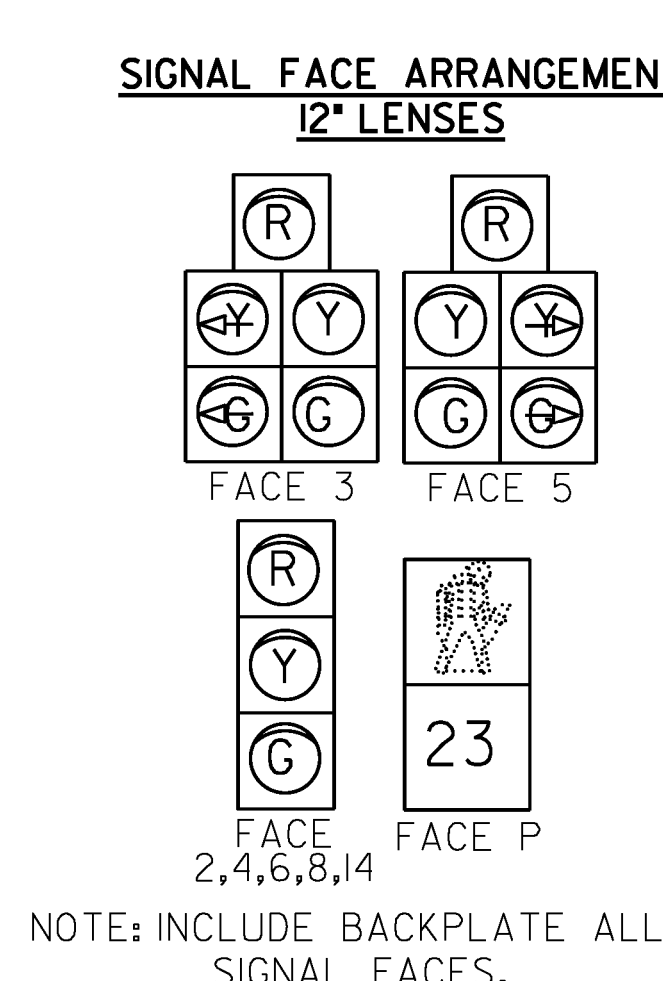
EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULL BOX (PB) / JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		REMOTE RADIO

SEE SHEET 156 FOR MAST ARM CROSS SECTION
 SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
 SEE SHEETS 136-140 FOR SIGNING LAYOUT
 ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT
 SEE SHEETS 151, 152, 153 - TRAFFIC SIGNAL SHEETS NO. 2, 3 AND 4 FOR THE OTHER LOCATIONS.

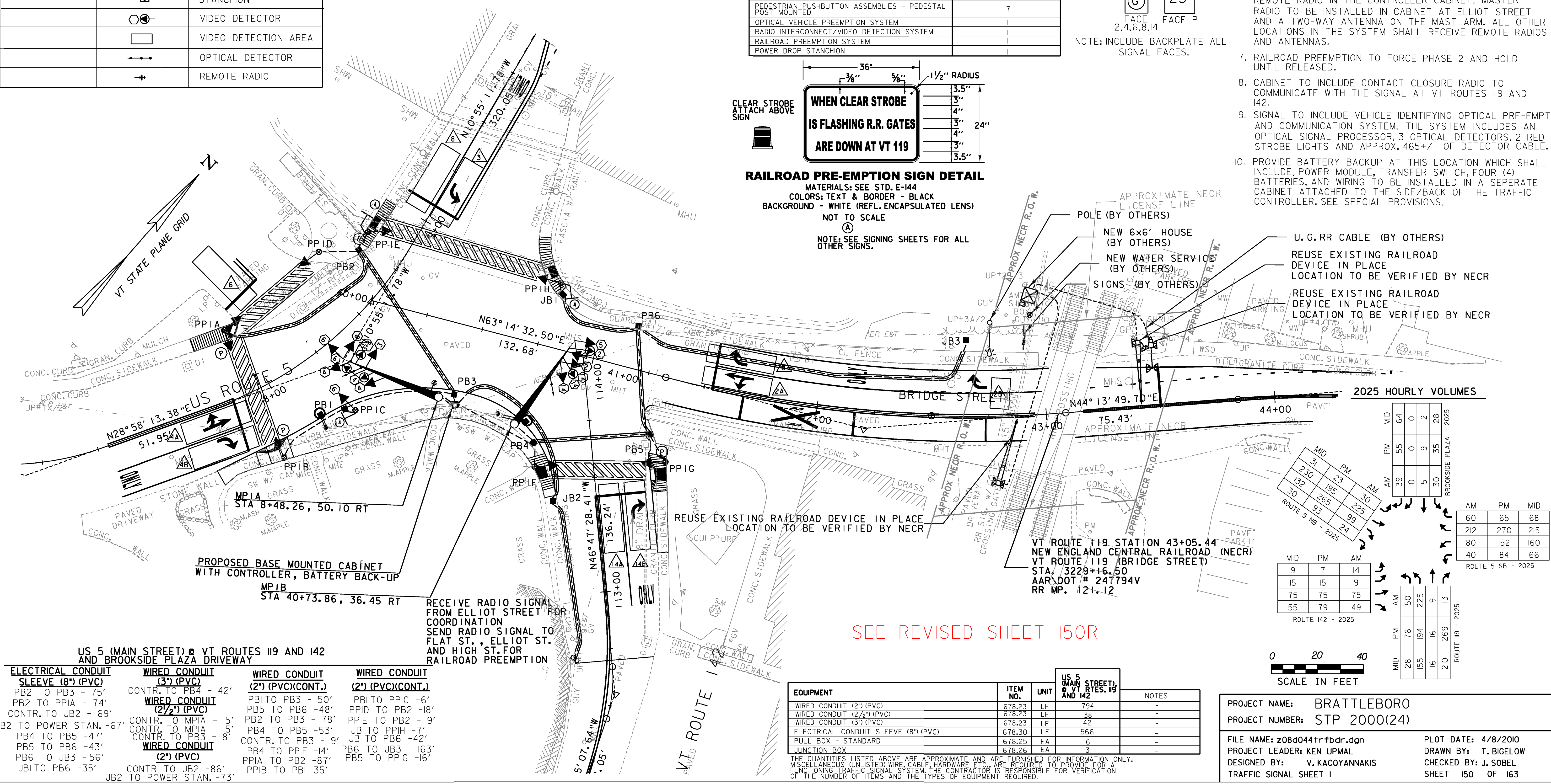
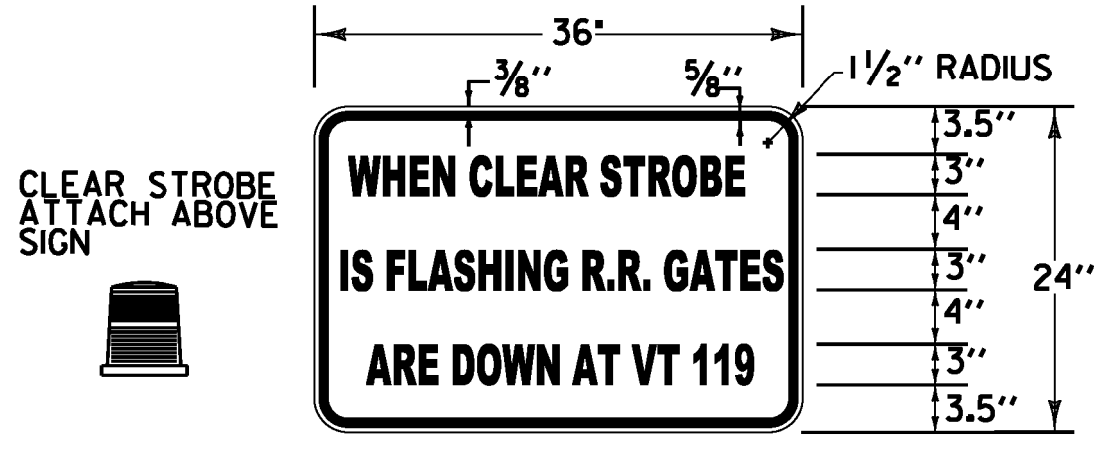


MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678.15	US 5 (MAIN STREET) @ VT ROUTES 142 AND 119
CANTILEVER POLES W/MAST ARMS	2
PEDESTAL POSTS	8
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	1
TWO-WAY, 3-SECTION	2
TWO-WAY, 3-SECTION/5-SECTION	1
ONE-WAY, 3-SECTION PEDESTAL TOP-MOUNTED	1
CONTROLLER/CABINET	1
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	6
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	7
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1



- NOTES:**
- OFFSET IS REFERENCED AT THE END OF PHASE 2.
 - SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
 - VIDEO DETECTION AREAS 2A, 3, 4A, 4B, 5, 6, 8, 14A AND 14B ARE IN NON-LOCK PRESENCE MODE. VIDEO DETECTOR AREA 2B IS IN DELAY MODE, 5 SECONDS, LOCK.
 - SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET AND FLAT STREET BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
 - ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
 - SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH FLAT STREET, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP1A AND REMOTE RADIO IN THE CONTROLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
 - RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED.
 - CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT VT ROUTES 119 AND 142.
 - SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, 2 RED STROBE LIGHTS AND APPROX. 465+/-' OF DETECTOR CABLE.
 - PROVIDE BATTERY BACKUP AT THIS LOCATION WHICH SHALL INCLUDE, POWER MODULE, TRANSFER SWITCH, FOUR (4) BATTERIES, AND WIRING TO BE INSTALLED IN A SEPERATE CABINET ATTACHED TO THE SIDE/BACK OF THE TRAFFIC CONTROLLER. SEE SPECIAL PROVISIONS.



SEE REVISED SHEET 150R

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ VT RTES. 119 AND 142	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	794	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	38	-
WIRED CONDUIT (3") (PVC)	678.23	LF	42	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	566	-
PULL BOX - STANDARD	678.25	EA	6	-
JUNCTION BOX	678.26	EA	3	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC. ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

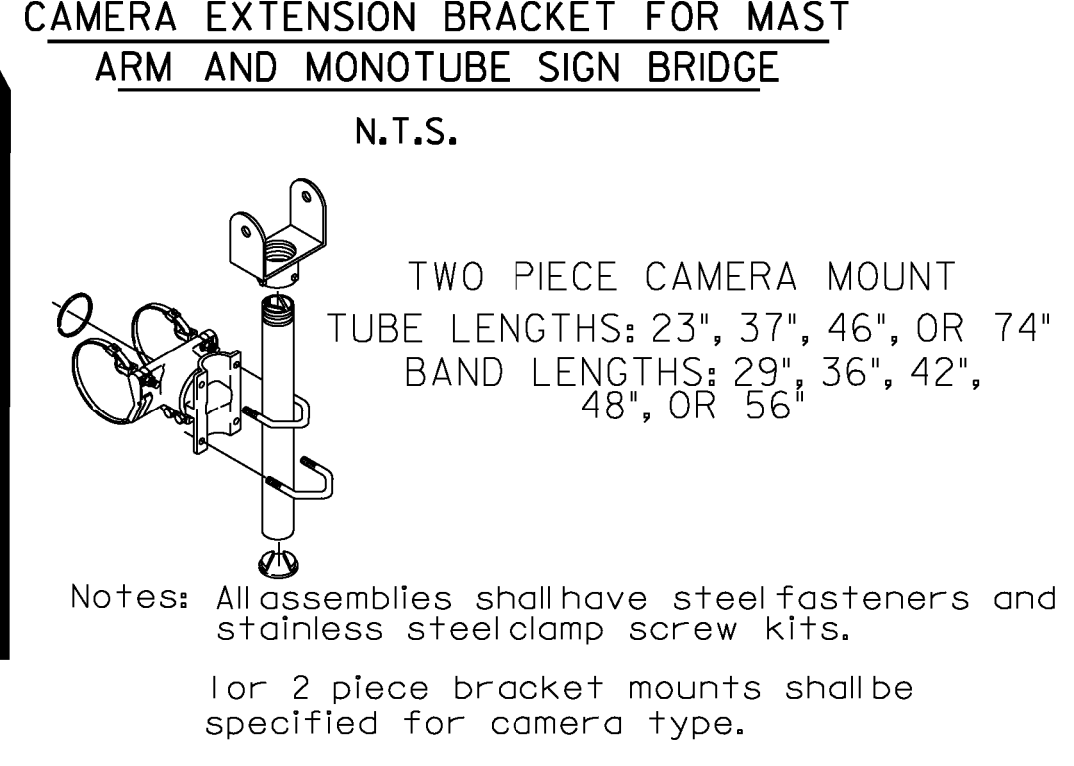
PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: V. KACOYANNAKIS
 TRAFFIC SIGNAL SHEET 1

PLOT DATE: 4/8/2010
 DRAWN BY: T. BIGELOW
 CHECKED BY: J. SOBEL
 SHEET 150 OF 163

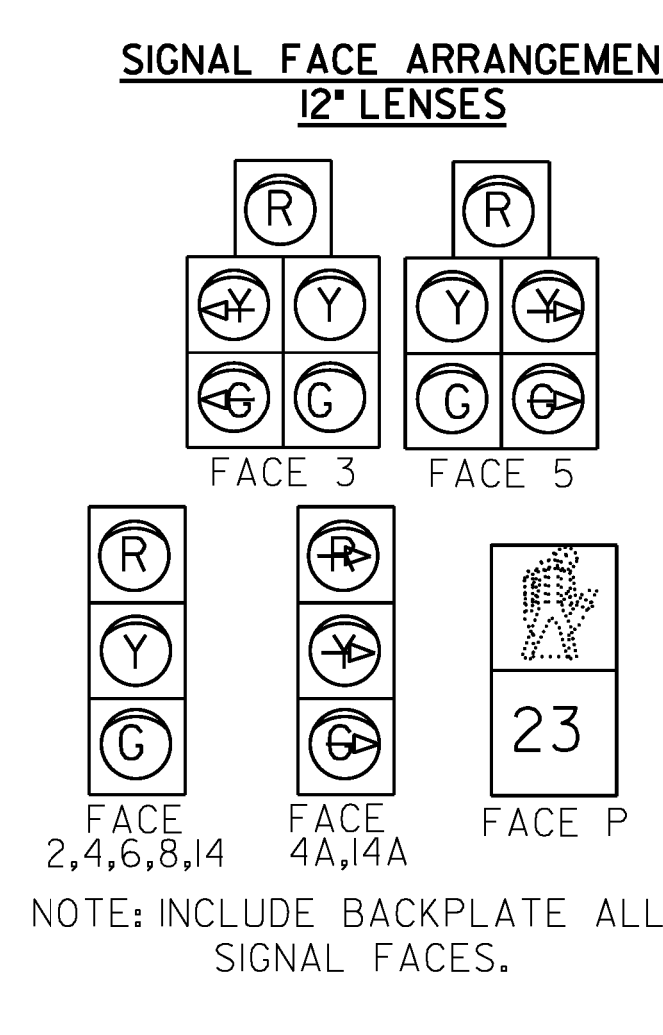
EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULL BOX (PB) / JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		REMOTE RADIO
		ILLUMINATED LED TRAFFIC SIGN

SEE SHEET 156 FOR MAST ARM CROSS SECTION
 SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
 SEE SHEETS 136-140 FOR SIGNING LAYOUT
 ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT
 SEE SHEETS 151, 152, 153 - TRAFFIC SIGNAL SHEETS NO. 2, 3 AND 4 FOR THE OTHER LOCATIONS.

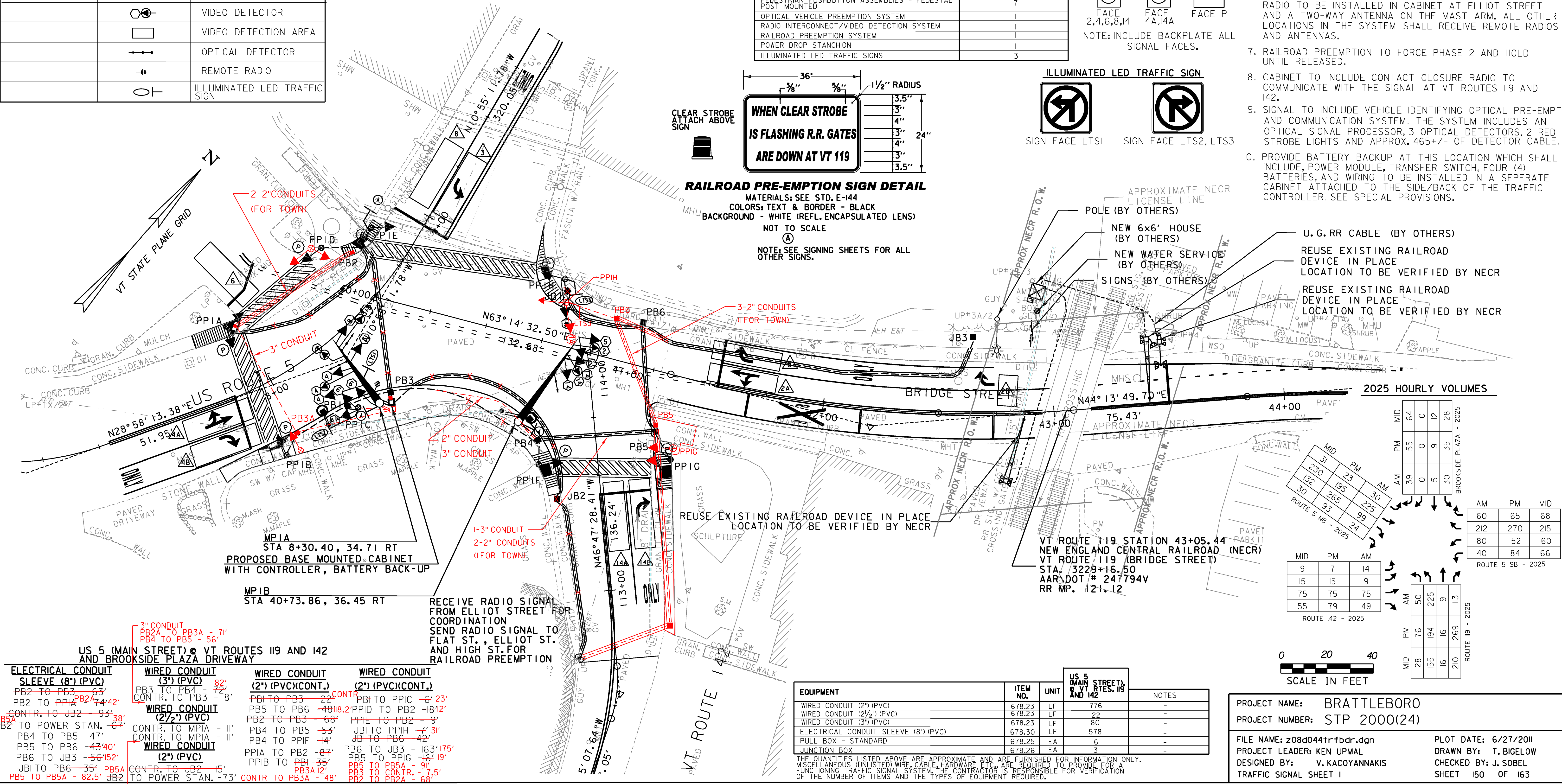
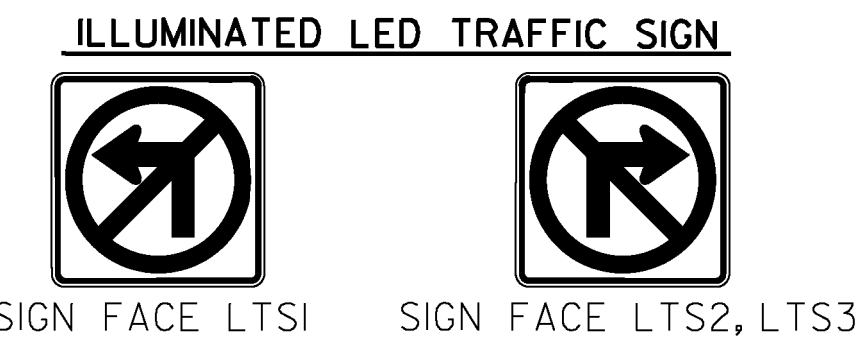
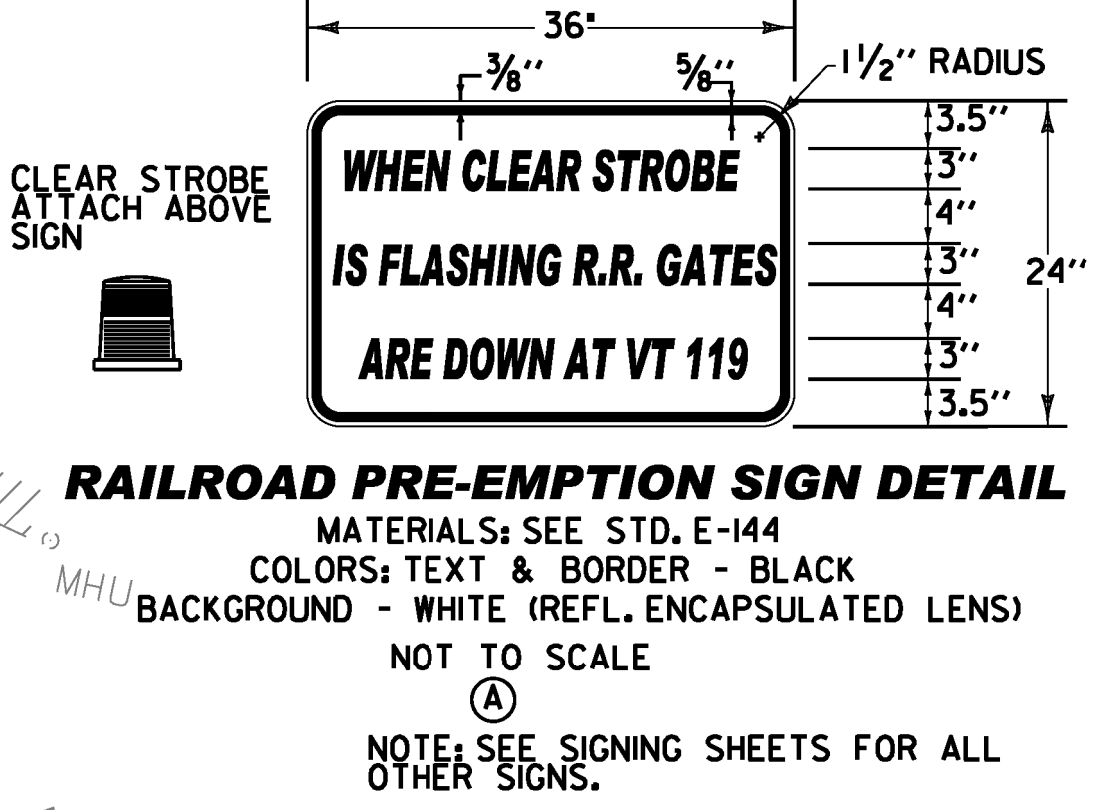


MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678.15	US 5 (MAIN STREET) @ VT ROUTES 142 AND 119
CANTILEVER POLES W/MAST ARMS	2
PEDESTAL POSTS	8
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	3
ONE-WAY, 5-SECTION	1
TWO-WAY, 3-SECTION	1
TWO WAY, 3-SECTION/5-SECTION	1
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 3-SECTION PEDESTAL TOP-MOUNTED	1
CONTROLLER/CABINET	1
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	6
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	7
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1
ILLUMINATED LED TRAFFIC SIGNS	3



- NOTES:**
- OFFSET IS REFERENCED AT THE END OF PHASE 2.
 - SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
 - VIDEO DETECTION AREAS 2A, 3, 4A, 4B, 5, 6, 8, 14A AND 14B ARE IN NON-LOCK PRESENCE MODE. VIDEO DETECTOR AREA 2B IS IN DELAY MODE, 5 SECONDS, LOCK.
 - SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET AND FLAT STREET BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
 - ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
 - SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH FLAT STREET, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP1A AND REMOTE RADIO IN THE CONTROLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
 - RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED.
 - CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT VT ROUTES 119 AND 142.
 - SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, 2 RED STROBE LIGHTS AND APPROX. 465+/-' OF DETECTOR CABLE.
 - PROVIDE BATTERY BACKUP AT THIS LOCATION WHICH SHALL INCLUDE, POWER MODULE, TRANSFER SWITCH, FOUR (4) BATTERIES, AND WIRING TO BE INSTALLED IN A SEPERATE CABINET ATTACHED TO THE SIDE/BACK OF THE TRAFFIC CONTROLLER. SEE SPECIAL PROVISIONS.



US 5 (MAIN STREET) @ VT ROUTES 119 AND 142 AND BROOKSIDE PLAZA DRIVEWAY

ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (3") (PVC)	WIRED CONDUIT (2") (PVC)(CONT.)	WIRED CONDUIT (2") (PVC)(CONT.)
PB2 TO PB3 - 63'	PB3 TO PB4 - 82'	PB1 TO PB3 - 22'	PB1 TO PPIC - 6' 23"
PB2 TO PP1A - 74' 42"	CONTR. TO PB3 - 8'	PB5 TO PB6 - 48' 18.2"	PPID TO PB2 - 18' 12"
CONTR. TO JB2 - 93' 38"	WIRED CONDUIT (2 1/2") (PVC)	PB2 TO PB3 - 68'	PB2 TO PP2 - 9'
PB5A TO POWER STAN. - 67'	CONTR. TO MP1A - 11'	PB4 TO PB5 - 53'	JB1 TO PPIH - 7' 31"
PB4 TO PB5 - 47'	CONTR. TO MP1A - 11'	PB4 TO PPIF - 14'	JB1 TO PB6 - 42'
PB5 TO PB6 - 43' 40"	WIRED CONDUIT (2") (PVC)	PP1A TO PB2 - 87'	PB6 TO JB3 - 163' 175"
PB6 TO JB3 - 156' 152"	CONTR. TO JB2 - 115'	PP1B TO PB1 - 35'	PB5 TO PPIG - 16' 19"
JB1 TO PB6 - 35'	CONTR. TO JB2 - 115'	PB1 TO PP1A - 7' 5"	PB5 TO PB5A - 91'
PB5 TO PB5A - 82.5'	TO POWER STAN. - 73'	PB2 TO CONTR. - 7.5'	PB2 TO CONTR. - 7.5'
		PB2 TO PB2A - 68'	

2 1/2" CONDUIT
 PB4 - MP1B - 41' (2-2 1/2" CONDUITS)

EQUIPMENT

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ VT RTES. 119 AND 142	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	776	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	22	-
WIRED CONDUIT (3") (PVC)	678.23	LF	80	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	578	-
PULL BOX - STANDARD	678.25	EA	6	-
JUNCTION BOX	678.26	EA	3	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC. ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044trfbdr.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: V. KACOYANNAKIS
 TRAFFIC SIGNAL SHEET 1

PLOT DATE: 6/27/2011
 DRAWN BY: T. BIGELOW
 CHECKED BY: J. SOBEL
 SHEET 150 OF 163

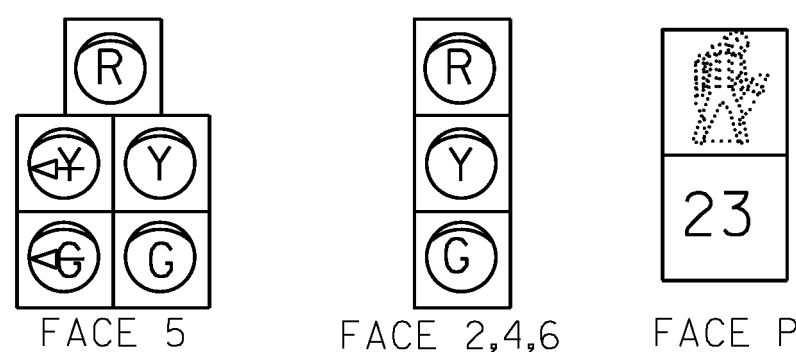
MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678J5	US 5 (MAIN STREET) @ FLAT STREET
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	5
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	1
TWO-WAY, 3-SECTION	1
ONE-WAY, 3-SECTION PEDESTAL POST TOP-MOUNTED	2
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	4
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	1
PEDESTAL POST TOP MOUNTED, TWO-WAY	2
PEDESTAL POST SIDE-MOUNTED, ONE-WAY	1
CONTROLLER/CABINET	1
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1

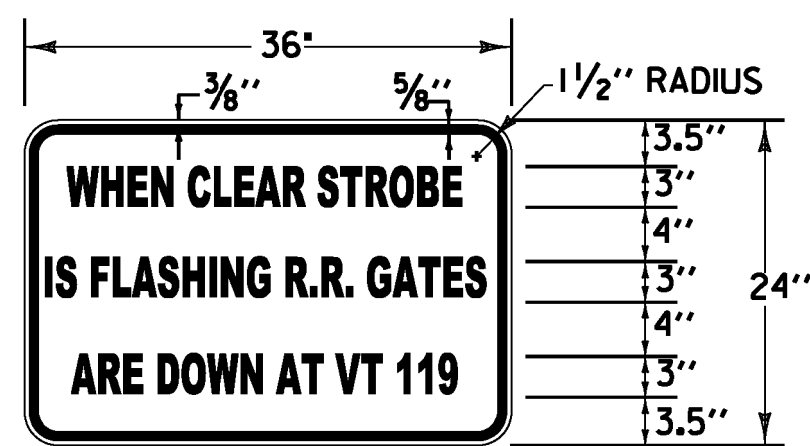
EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ FLAT STREET	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	224'	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	20'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	94'	-
PULL BOX - STANDARD	678.25	EA	2	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE, ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

**SIGNAL FACE ARRANGEMENT
12" LENSES**



NOTE:
INCLUDE BACKPLATES ON ALL SIGNAL FACES.

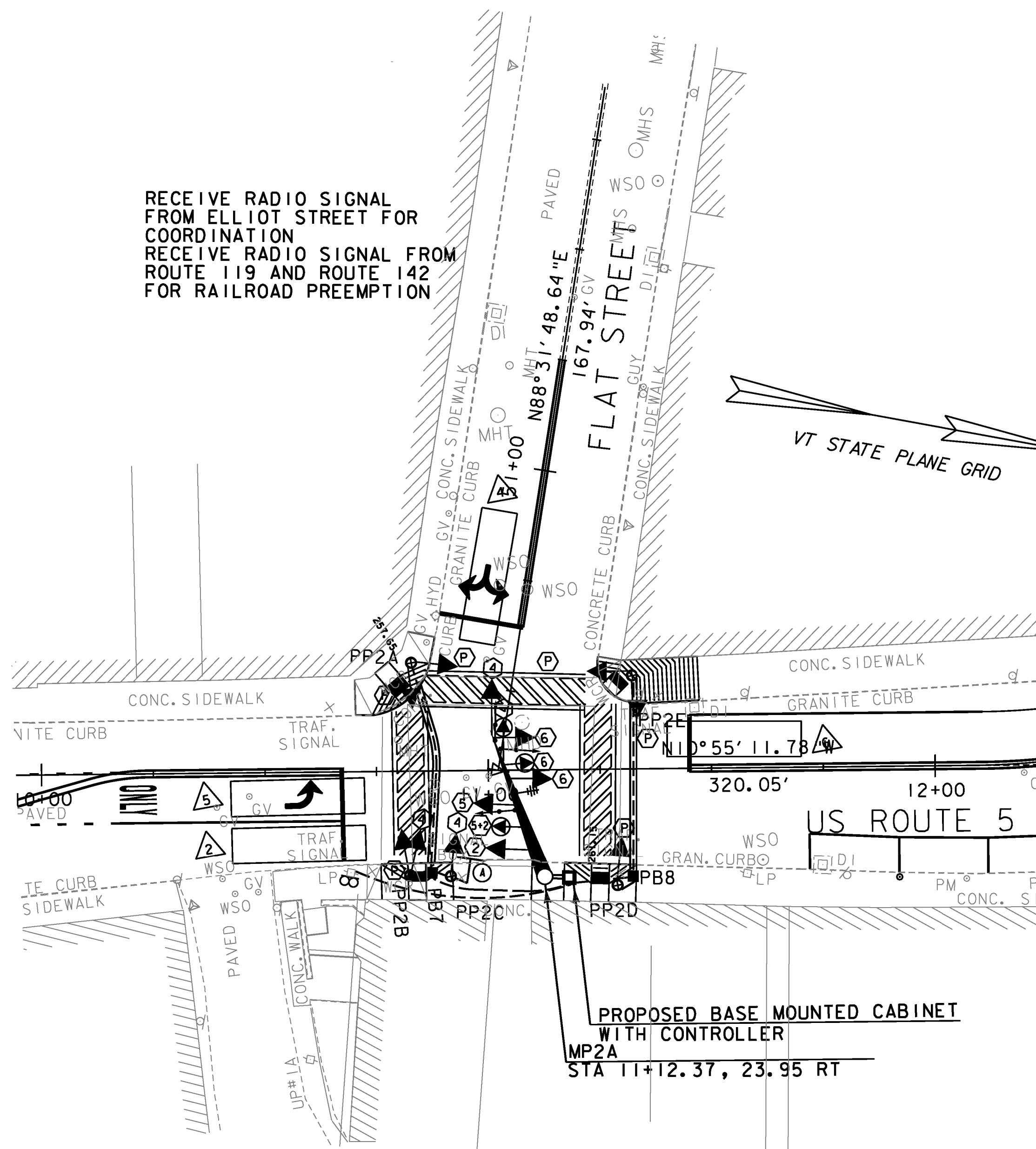


RAILROAD PRE-EMPTION SIGN DETAIL

MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
NOT TO SCALE

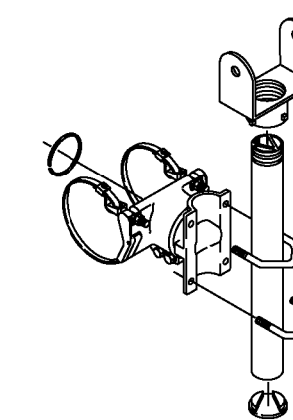
NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

RECEIVE RADIO SIGNAL FROM ELLIOT STREET FOR COORDINATION
RECEIVE RADIO SIGNAL FROM ROUTE 119 AND ROUTE 142 FOR RAILROAD PREEMPTION



CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE

N.T.S.



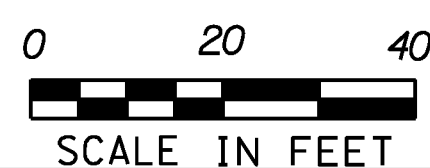
TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"

Notes:
All assemblies shall have steel fasteners and stainless steel clamp screw kits. For 2 piece bracket mounts shall be specified for camera type.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		REMOTE RADIO

US 5 (MAIN STREET) @ FLAT STREET

ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (2") (PVC)	WIRED CONDUIT (2") (PVC)
PP2A TO PB7 - 46'	PB7 TO PP2A - 50'	CONTROLLER TO PB7 - 34'
PP2E TO PB8 - 48'	PB8 TO PP2E - 47'	CONTROLLER TO PP2E - 47'
	PB8 TO PP2D - 8'	CONTROLLER TO PB8 - 15'
WIRED CONDUIT (2 1/2") (PVC)	CONTROLLER TO POWER STANCHION - 54'	PB7 TO PP2C - 8'
CONTROLLER TO MP2A - 10'		PB7 TO PP2B - 8'
CONTROLLER TO MP2A - 10'		



SEE SHEET 157 FOR MAST ARM CROSS SECTION
SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
SEE SHEETS 136-140 FOR SIGNING LAYOUT
ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT.
SEE SHEETS 150, 152, 153 - TRAFFIC SIGNAL SHEETS NO. 1, 3 AND 4 FOR THE OTHER LOCATIONS.

MID	PM	AM
33	22	23
559	604	406

ROUTE 5 - MAIN STREET 2025

AM	PM	MID
27	53	60
52	50	55

FLAT STREET - 2025

2025 HOURLY VOLUMES

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbd.rgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 2

PLOT DATE: 4/8/2010
DRAWN BY: T. BIGELOW
CHECKED BY: J. SOBEL
SHEET 151 OF 163

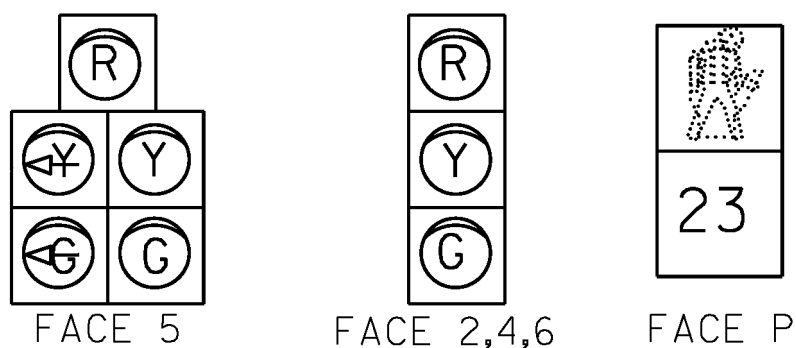
MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678J5	US 5 (MAIN STREET) @ FLAT STREET
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	5
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	1
TWO-WAY, 3-SECTION	1
ONE-WAY, 3-SECTION PEDESTAL POST TOP-MOUNTED	2
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	4
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	1
PEDESTAL POST TOP MOUNTED, TWO-WAY	2
PEDESTAL POST SIDE-MOUNTED, ONE-WAY	
CONTROLLER/CABINET	
OPTICAL VEHICLE PREEMPTION SYSTEM	
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	
RAILROAD PREEMPTION SYSTEM	
POWER DROP STANCHION	

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ FLAT STREET	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	224'	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	20'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	94'	-
PULL BOX - STANDARD	678.25	EA	2	-

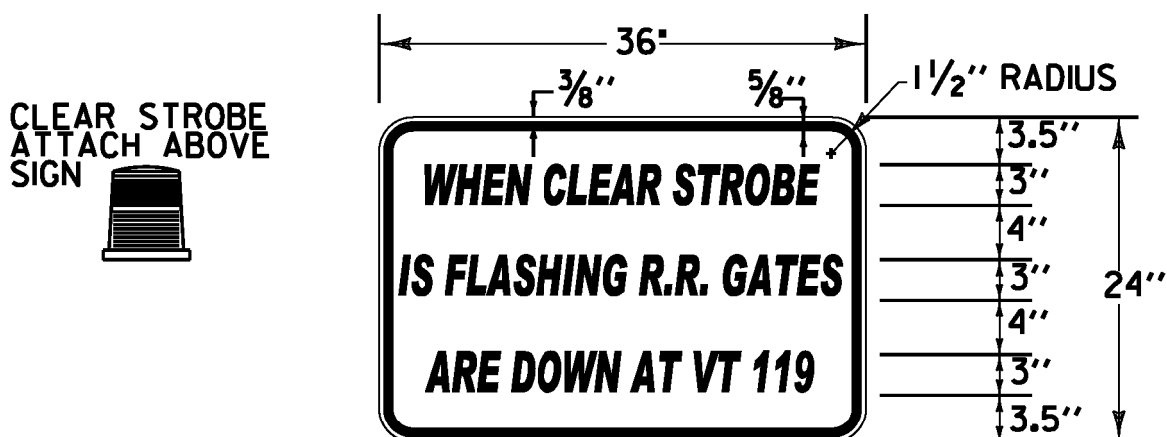
THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE, ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

**SIGNAL FACE ARRANGEMENT
12" LENSES**



NOTE:
INCLUDE BACKPLATES
ON ALL
SIGNAL FACES.

SIGNS

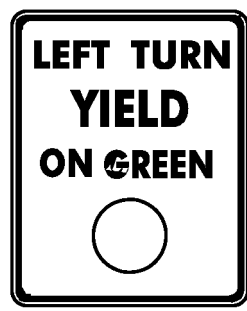


RAILROAD PRE-EMPTION SIGN DETAIL

MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)

NOT TO SCALE

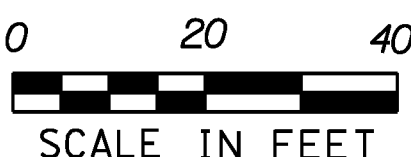
NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.



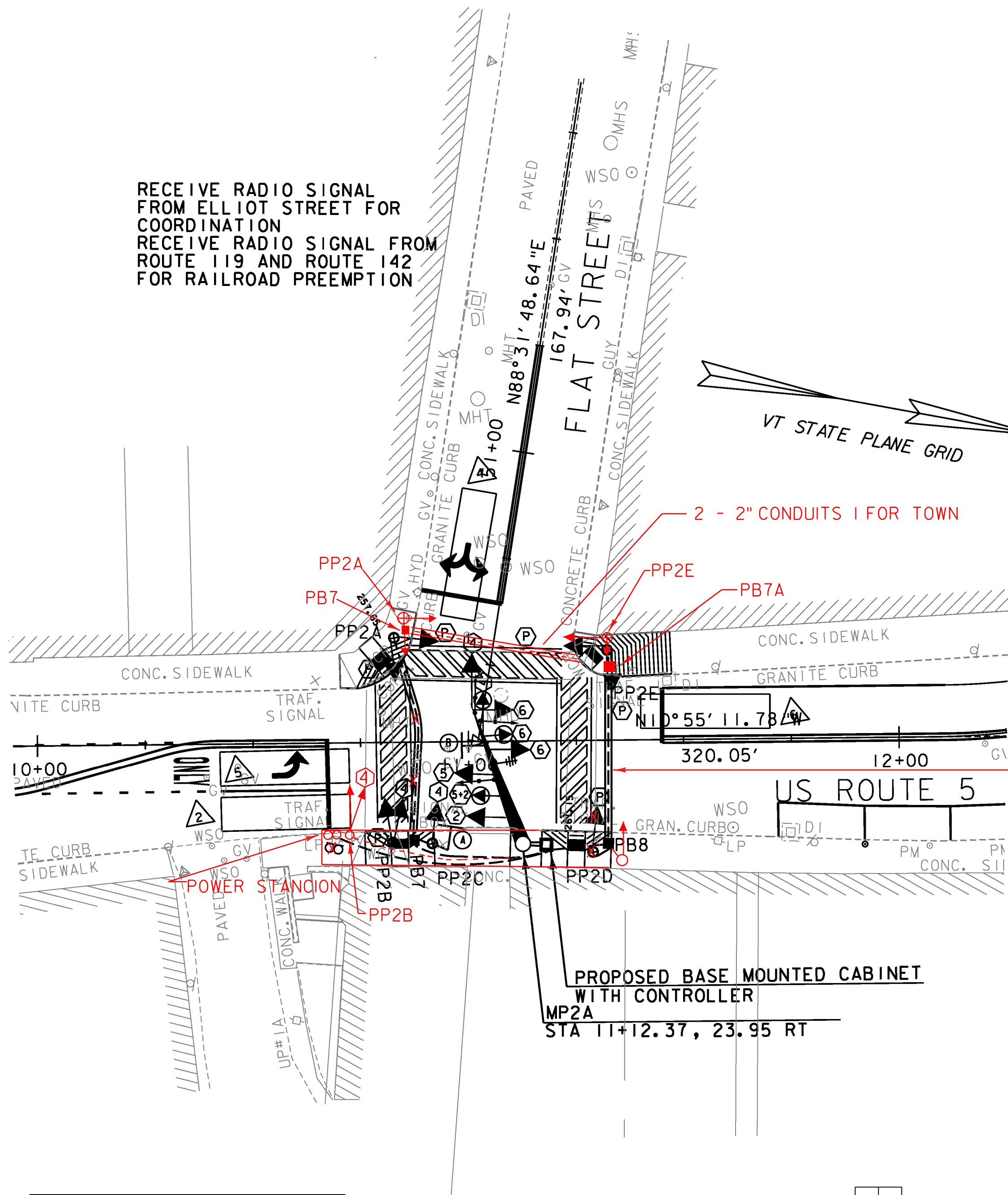
NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

US 5 (MAIN STREET) @ FLAT STREET

ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (2") (PVC)	WIRED CONDUIT (2") (PVC)
PB7A-PB2A TO PB7 - 46'40'	PB7 TO PP2A - 50'54'	CONTROLLER TO PB7 - 34'32'
PP2E TO PB8 - 48'	PB7A-PB8 TO PP2E - 47'8'	CONTROLLER TO PB8 - 45'26'
	PB8 TO PP2D - 8'52'	
WIRED CONDUIT (2 1/2") (PVC)	CONTROLLER TO POWER STANCHION - 54'	PB7 TO PP2C - 8'12'
CONTROLLER TO MP2A - 10'13'	WIRED CONDUIT (3") (PVC)	PB7 TO PP2B - 8'45'
CONTROLLER TO MP2A - 10'13'	PB8 TO PB7A - 45'	CONTROLLER POWER STAN TO LIGHT POLE - 37'



RECEIVE RADIO SIGNAL FROM ELLIOT STREET FOR COORDINATION
RECEIVE RADIO SIGNAL FROM ROUTE 119 AND ROUTE 142 FOR RAILROAD PREEMPTION



SEE SHEET 157 FOR MAST ARM CROSS SECTION
SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
SEE SHEETS 136-140 FOR SIGNING LAYOUT
ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT
SEE SHEETS 150, 152, 153 - TRAFFIC SIGNAL SHEETS NO. 1, 3 AND 4 FOR THE OTHER LOCATIONS.

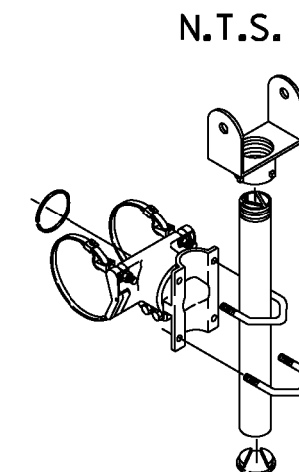
2025 HOURLY VOLUMES

ROUTE 5 - MAIN STREET 2025			ROUTE 5 - MAIN STREET 2025		
MID	PM	AM	AM	PM	MID
33	22	23	27	27	27
559	604	406	400	569	495

NOTES:

- OFFSET IS REFERENCED AT THE END OF PHASE 2.
- SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
- VIDEO DETECTION AREAS 2, 4, 5 AND 6 ARE IN NON-LOCK PRESENCE MODE.
- SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET (MASTER) BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
- ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
- SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH 142/119, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP2A AND REMOTE RADIO IN THE CONTROLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
- RAILROAD PREEMPTION TO FORCE PHASE 6 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT ROUTE 119 AND ROUTE 142.
- SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 235+/- OF DETECTOR CABLE.

CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"
Notes:
All assemblies shall have steel fasteners and stainless steel clamp screw kits.
For 2-piece bracket mounts shall be specified for camera type.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		REMOTE RADIO

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

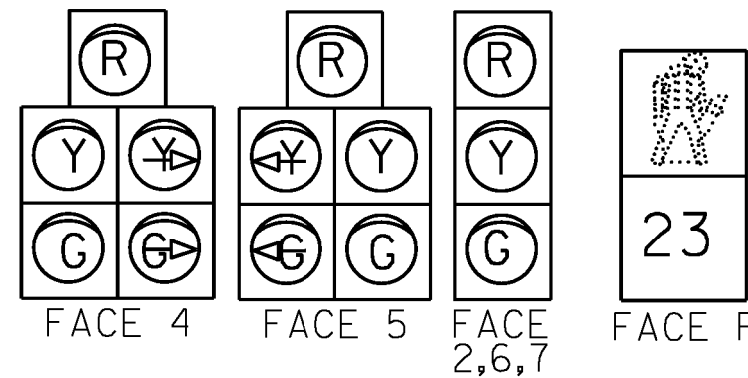
FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 2

PLOT DATE: 6/27/2011
DRAWN BY: T. BIGELOW
CHECKED BY: J. SOBEL
SHEET 151 OF 163

MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678J5	US 5 (MAIN STREET) @ ELLIOT STREET
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	5
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	3
ONE-WAY, 5-SECTION	1
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 5-SECTION PEDESTAL POST TOP-MOUNTED	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	5
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	3
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
PEDESTAL POST SIDE-MOUNTED, ONE-WAY	
CONTROLLER/CABINET/ MASTER EQUIPMENT	
OPTICAL VEHICLE PREEMPTION SYSTEM	
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	
RAILROAD PREEMPTION SYSTEM	
POWER DROP STANCHION	

**SIGNAL FACE ARRANGEMENT
12" LENSES**



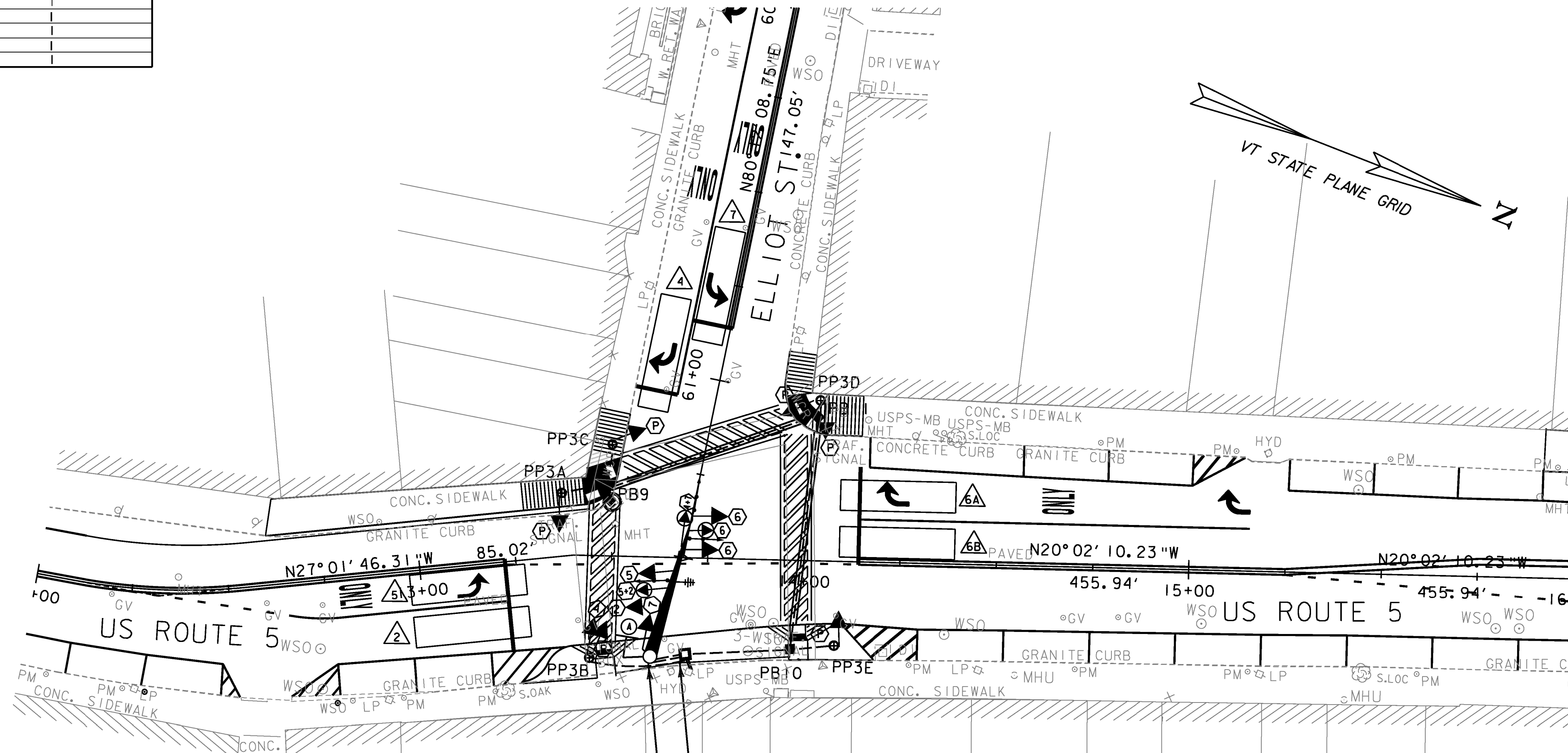
NOTE: INCLUDE BACKPLATE ALL SIGNAL FACES.

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ ELLIOT STREET	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	222'	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	68'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	106'	-
PULL BOX - STANDARD	678.25	EA	3	-

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC. ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

NOTES:

- OFFSET IS REFERENCED AT THE END OF PHASE 2.
- SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
- VIDEO DETECTION AREAS 2, 4, 5, 6A, 6B AND 7 ARE IN NON-LOCK PRESENCE MODE.
- SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM WITH ALL OTHER LOCATIONS VIA SPREAD SPECTRUM RADIO. ELLIOT STREET IS MASTER LOCATION.
- ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
- SPREAD SPECTRUM RADIO ASSEMBLY TO SEND SIGNAL TO COORDINATE WITH I42/I19, FLAT STREET AND ROUTE 9 (HIGH STREET). INSTALL TWO-WAY ANTENNA ON ON MP3A AND MASTER RADIO IN THE CONTROLLER CABINET. REMOTE RADIOS TO BE INSTALLED IN CABINETS AT I42/I19, FLAT STREET AND HIGH STREET. INSTALL ANTENNAS ON AT THESE LOCATIONS.
- RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT ROUTE I19 AND ROUTE I42.
- SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 240 +/- OF DETECTOR CABLE.

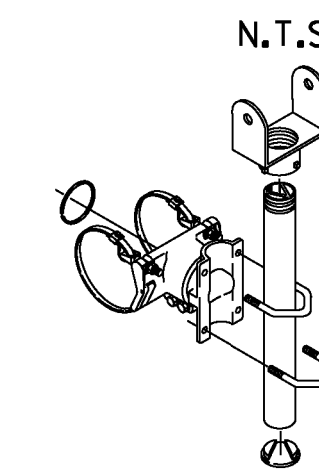


PROPOSED BASE MOUNTED CABINET WITH CONTROLLER MP3A
STA 13+60.62, 25.92 RT

SEND RADIO SIGNAL TO RTES. I19 AND I42, HIGH AND FLAT STREETS FOR COORDINATION
RECEIVE RADIO SIGNAL FROM ROUTE I19 AND ROUTE I42 FOR RAILROAD PREEMPTION

SEE REVISED PAGE I52R

CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"

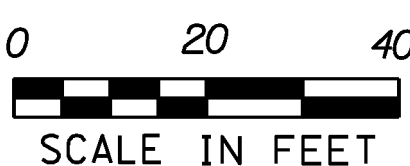
NOTES:
All assemblies shall have steel fasteners and stainless steel clamp screw kits.
For 2 piece bracket mounts shall be specified for camera type.

ROUTE 5 - MAIN STREET 2025			ELLIOT STREET - 2025		
AM	PM	MID	AM	PM	MID
43	71	33	76	173	
571	583	480	135	198	173

2025 HOURLY VOLUMES

US 5 (MAIN STREET) @ ELLIOT STREET

ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (2") (PVC)	WIRED CONDUIT (2") (PVC) (CONT.)	WIRED CONDUIT (2 1/2") (PVC)
PB9 TO PBII-53' PBIO TO PBII-53'	PB9 TO PBII-60' PBIO TO PBII-64'	PB9 TO PP3A - 14' PB9 TO PP3C - 13' PBIO TO PP3E - 13' PBII TO PP3D - 8'	CONTROLLER TO MP3A - 15' CONTROLLER TO MP3A - 15' CONTROLLER TO PBIO - 38'
		CONTROLLER TO LIGHT POLE - 7' CONTROLLER TO POWER STANCHION - 7' CONTROLLER TO PP3B - 36'	



SEE SHEET I57 FOR MAST ARM CROSS SECTION

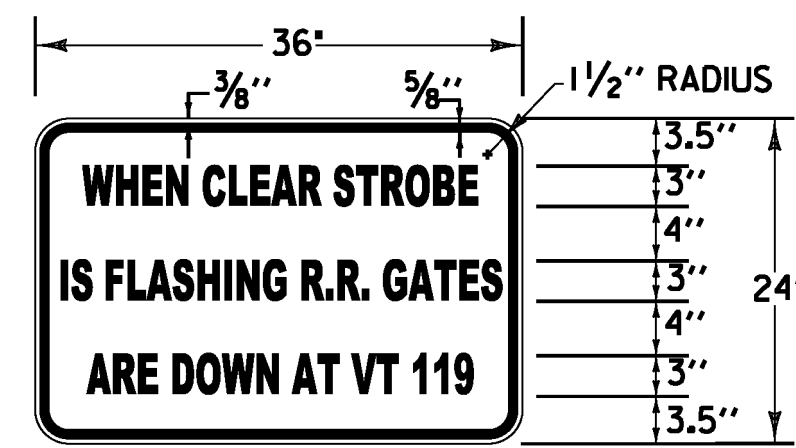
SEE SHEETS 26-66 FOR PAVEMENT MARKINGS

SEE SHEETS I36-I40 FOR SIGNING LAYOUT

ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT.

SEE SHEETS I50, I51, I52 - TRAFFIC SIGNAL SHEETS NO. I, 2 AND 4 FOR THE OTHER LOCATIONS.

CLEAR STROBE SIGN ATTACH ABOVE



RAILROAD PREEMPTION SIGN DETAIL
MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
NOT TO SCALE

NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: STP 2000(20)

FILE NAME: z08d044trfbdr.dgn

PROJECT LEADER: KEN UPMAL

DESIGNED BY: V. KACOYANNAKIS

TRAFFIC SIGNAL SHEET 3

PLOT DATE: 4/8/2010

DRAWN BY: T. BIGELOW

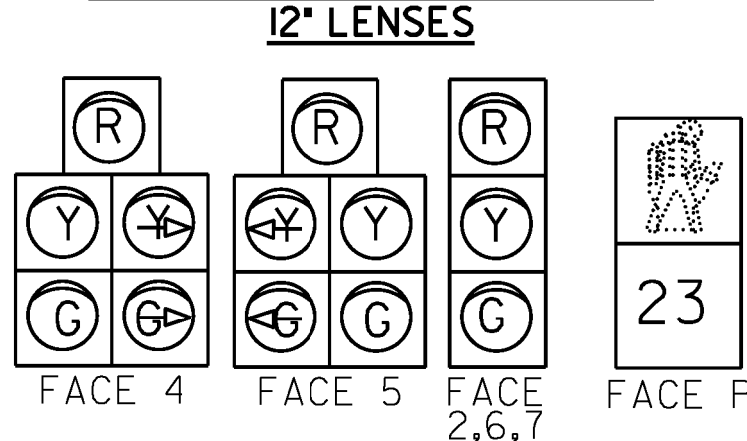
CHECKED BY: D. SPENCER

SHEET 152 OF 163

MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678.15	US 5 (MAIN STREET) @ ELLIOT STREET
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	5
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	3
ONE-WAY, 5-SECTION	1
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 5-SECTION PEDESTAL POST TOP-MOUNTED	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	5
ACCESSIBLE PEDESTRIAN SIGNAL	
PEDESTAL POST TOP MOUNTED, ONE-WAY	3
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
PEDESTAL POST SIDE-MOUNTED, ONE-WAY	1
CONTROLLER/CABINET W/ MASTER EQUIPMENT	1
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1
ILLUMINATED LED TRAFFIC SIGN	2

SIGNAL FACE ARRANGEMENT



NOTE: INCLUDE BACKPLATE ALL SIGNAL FACES.

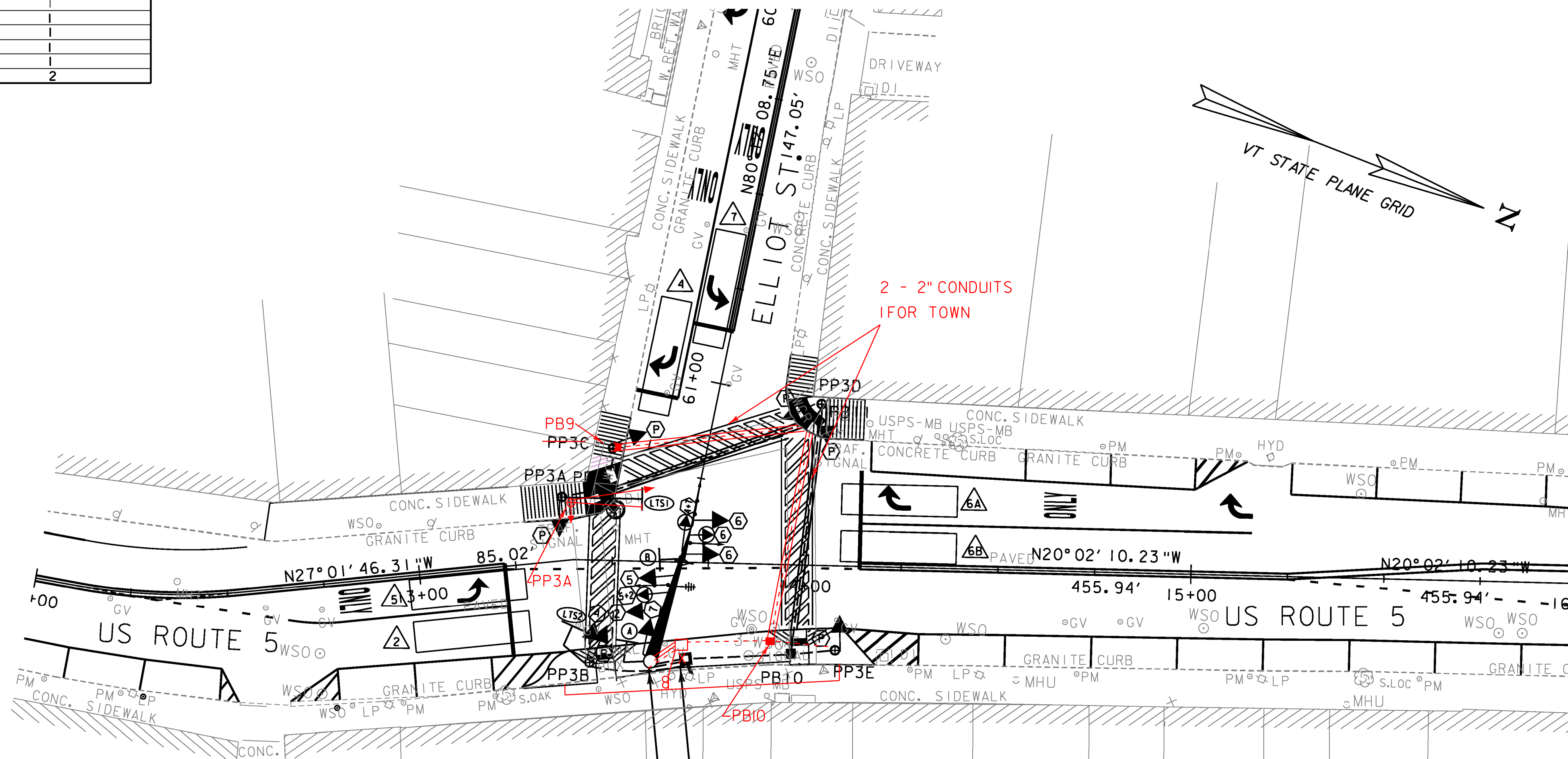
EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ ELLIOT STREET	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	222'	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	68'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	106'	-
PULL BOX - STANDARD	678.25	EA	3	-

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ILLUMINATED LED TRAFFIC SIGN



SIGN FACE LTS1, LTS2



2025 HOURLY VOLUMES

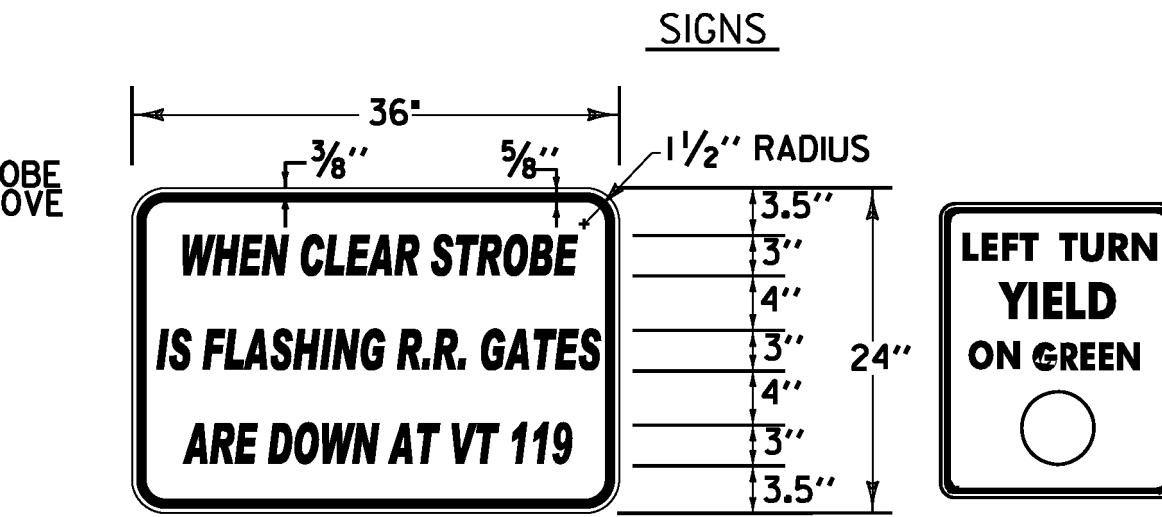
ROUTE 5 - MAIN STREET 2025			ROUTE 5 - MAIN STREET 2025		
MID	PM	AM	AM	PM	MID
43	71	33	55	60	68
571	583	480	358	498	446

US 5 (MAIN STREET) @ ELLIOT STREET

ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (2") (PVC)	WIRED CONDUIT (2") (PVC) (CONT.)	WIRED CONDUIT (2 1/2") (PVC)
PB9 TO PBII - 53' 42"	PB9 TO PBII - 60' 58"	PB9 TO PP3A - 14' 34"	CONTROLLER TO MP3A - 45' 16"
PBIO TO PBII - 53'	PBIO TO PBII - 64' 66"	PB9 TO PP3C - 13'	CONTROLLER TO MP3A - 45' 16"
		PBIO TO PP3E - 13' 15"	CONTROLLER TO PBIO - 38' 16"
		PBII TO PP3D - 8' 9"	

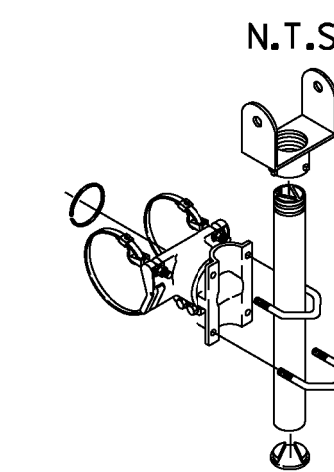
POWER STAN. CONTROLLER TO LIGHT POLE - 7' 37"
CONTROLLER TO POWER STANCHION - 7' 13"
CONTROLLER TO PP3B - 36' 33"

SEE SHEET 157 FOR MAST ARM CROSS SECTION
SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
SEE SHEETS 136-140 FOR SIGNING LAYOUT
ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT.
SEE SHEETS 150, 151, 152 - TRAFFIC SIGNAL SHEETS NO. 1, 2 AND 4 FOR THE OTHER LOCATIONS.



RAILROAD PREEMPTION SIGN DETAIL
MATERIALS: SEE STD. E-144
COLORS: TEXT & BORDER - BLACK
BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
NOT TO SCALE
NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"
NOTES:
All assemblies shall have steel fasteners and stainless steel clamp screw kits.
For 2 piece bracket mounts shall be specified for camera type.

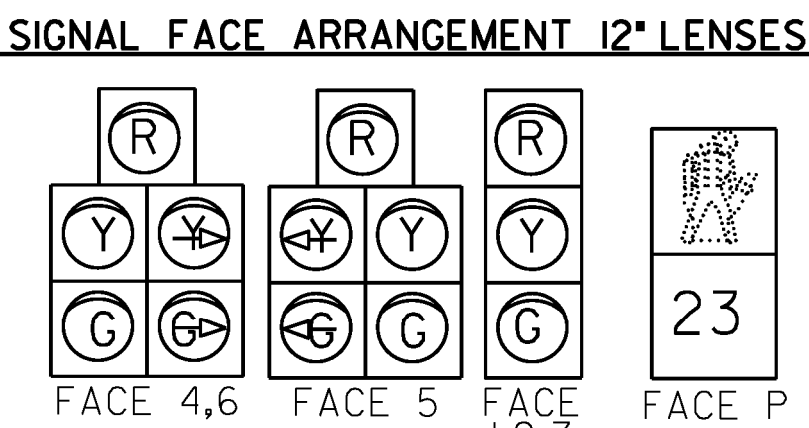
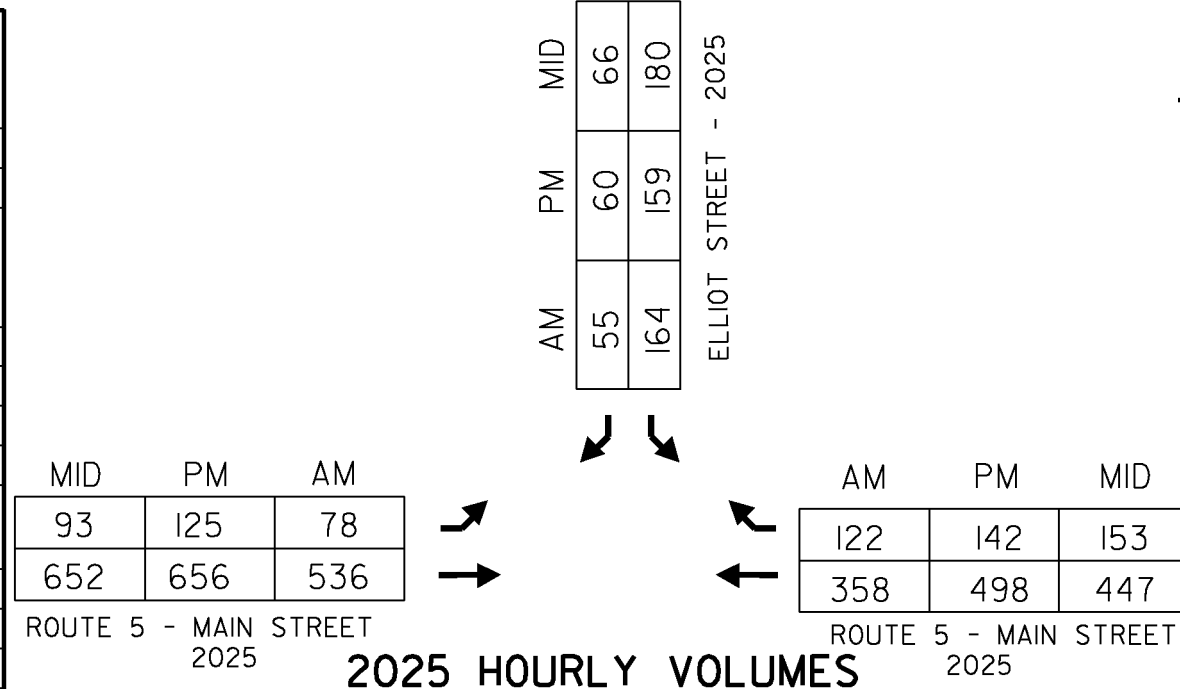
- NOTES:**
- OFFSET IS REFERENCED AT THE END OF PHASE 2.
 - SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
 - VIDEO DETECTION AREAS 2, 4, 5, 6A, 6B AND 7 ARE IN NON-LOCK PRESENCE MODE.
 - SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM WITH ALL OTHER LOCATIONS VIA SPREAD SPECTRUM RADIO. ELLIOT STREET IS MASTER LOCATION.
 - ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
 - SPREAD SPECTRUM RADIO ASSEMBLY TO SEND SIGNAL TO COORDINATE WITH 142/119, FLAT STREET AND ROUTE 9 (HIGH STREET). INSTALL TWO-WAY ANTENNA ON ON MP3A AND MASTER RADIO IN THE CONTROLLER CABINET. REMOTE RADIOS TO BE INSTALLED IN CABINETS AT 142/119, FLAT STREET AND HIGH STREET. INSTALL ANTENNAS ON AT THESE LOCATIONS.
 - RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT ROUTE 119 AND ROUTE 142.
 - SIGNAL TO INCLUDE VEHICLE IDENTIFYING OPTICAL PRE-EMPT. AND COMMUNICATION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 240 +/- OF DETECTOR CABLE.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULL BOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		ILLUMINATED LED TRAFFIC SIGN

PROJECT NAME: BRATTLEBORO	PROJECT NUMBER: STP 2000(20)
FILE NAME: z08d044tr f bdr.dgn	PLOT DATE: 6/27/2011
PROJECT LEADER: KEN UPMAL	DRAWN BY: T. BIGELOW
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
TRAFFIC SIGNAL SHEET 3	SHEET 152 OF 163

MAJOR EQUIPMENT LIST

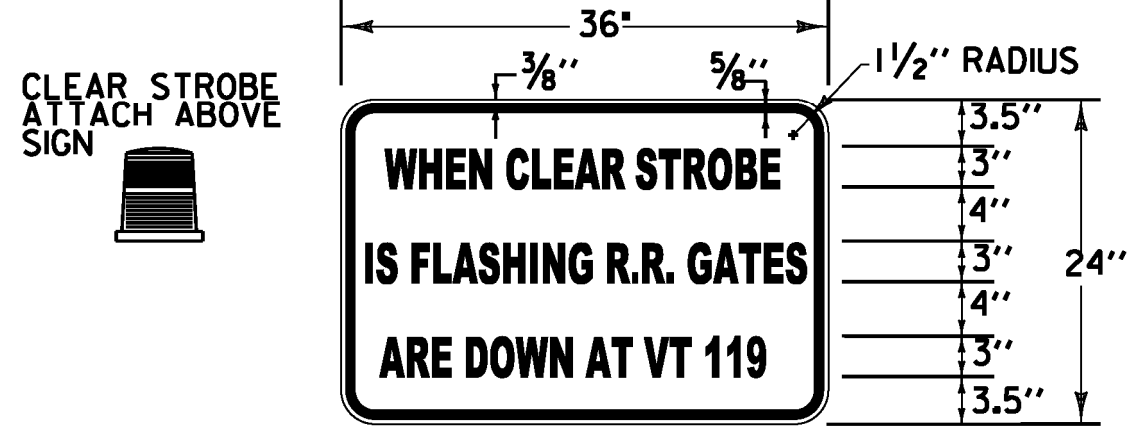
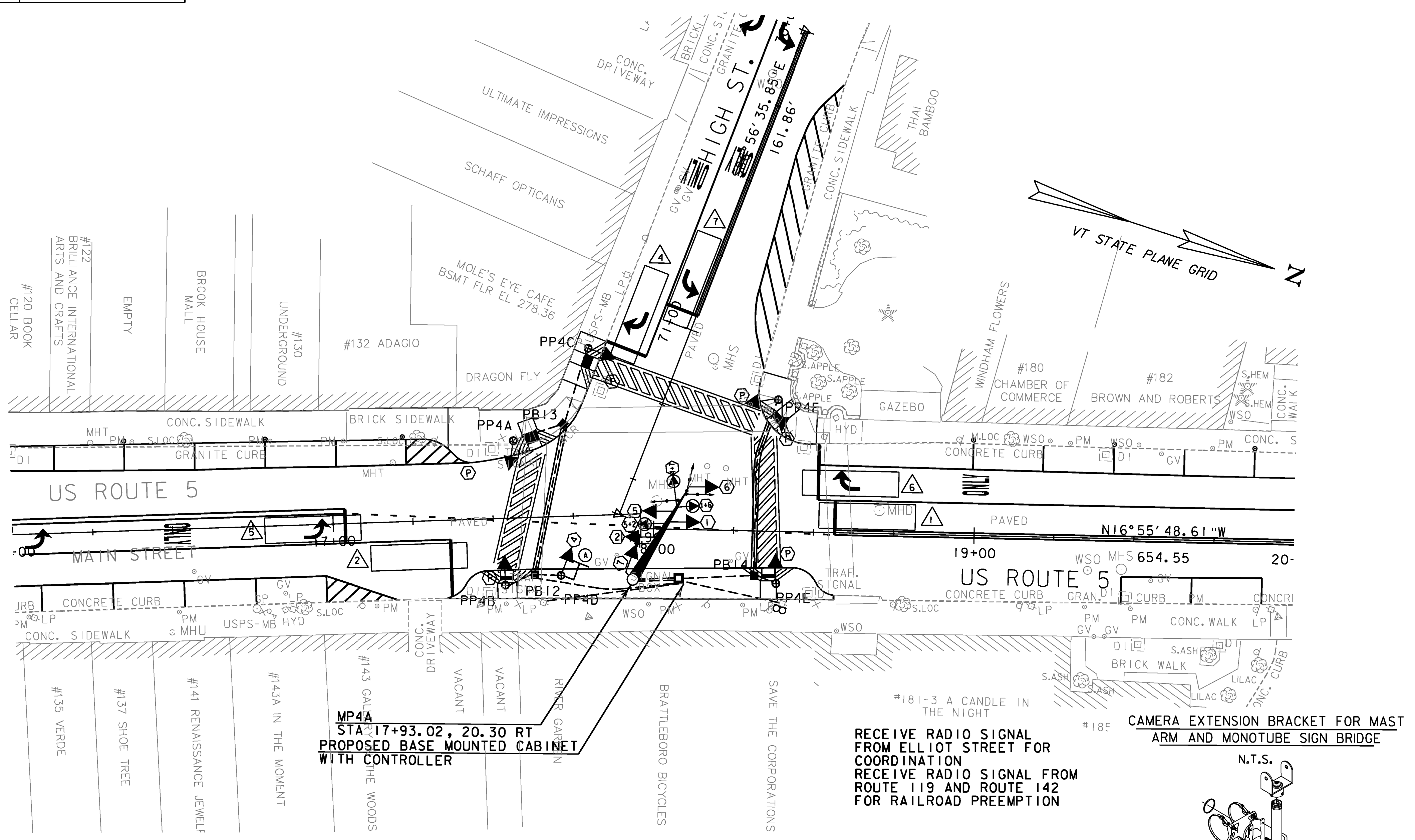
EQUIPMENT ITEM NO. 678J5	US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	6
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	2
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 5-SECTION PEDESTAL POST TOP-MOUNTED	1
ACCESSIBLE PEDESTRIAN SIGNALS	
PEDESTAL POST TOP MOUNTED, ONE-WAY	4
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
CONTROLLER/CABINET	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	5
OPTICAL VEHICLE PREEMPTION SYSTEM	
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	
RAILROAD PREEMPTION SYSTEM	
POWER DROP STANCHION	



EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	362'	-
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	36'	-
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	94'	-
PULL BOX - STANDARD	678.25	EA	3	-

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- NOTES:**
- OFFSET IS REFERENCED AT THE END OF PHASE 2.
 - SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
 - VIDEO DETECTION AREAS 1, 2, 4, 5, 6 AND 7 ARE IN NON-LOCK PRESENCE MODE.
 - SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET (MASTER) BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
 - ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
 - SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH 142/119, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP4A AND REMOTE RADIO IN THE CONTROLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
 - RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT US 5 AND VT ROUTES 119 AND 142.
 - SIGNAL TO INCLUDE A VEHICLE IDENTIFYING OPTICAL PREEMPTION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 280+/-' OF DETECTOR CABLE.



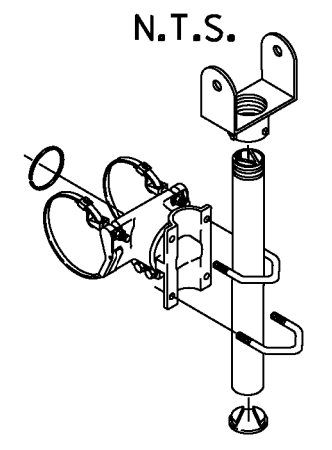
RAILROAD PRE-EMPTION SIGN DETAIL
 MATERIALS: SEE STD. E-144
 COLORS: TEXT & BORDER - BLACK
 BACKGROUND - WHITE (REFL. ENCAPSULATED LENS)
 NOT TO SCALE
 NOTE: SEE SIGNING SHEETS FOR ALL OTHER SIGNS.

SEE SHEET 157 FOR MAST ARM CROSS SECTION
 SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
 SEE SHEETS 136-140 FOR SIGNING LAYOUT
 ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT.
 SEE SHEETS 150-152 - TRAFFIC SIGNAL SHEETS NO. 1- 3 FOR OTHER LOCATIONS.

MP4A
 STA 17+93.02, 20.30 RT
 PROPOSED BASE MOUNTED CABINET WITH CONTROLLER

RECEIVE RADIO SIGNAL FROM ELLIOT STREET FOR COORDINATION
 RECEIVE RADIO SIGNAL FROM ROUTE 119 AND ROUTE 142 FOR RAILROAD PREEMPTION

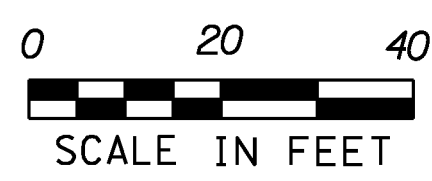
CAMERA EXTENSION BRACKET FOR MAST ARM AND MONOTUBE SIGN BRIDGE



SEE REVISED PAGE I53R

US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)

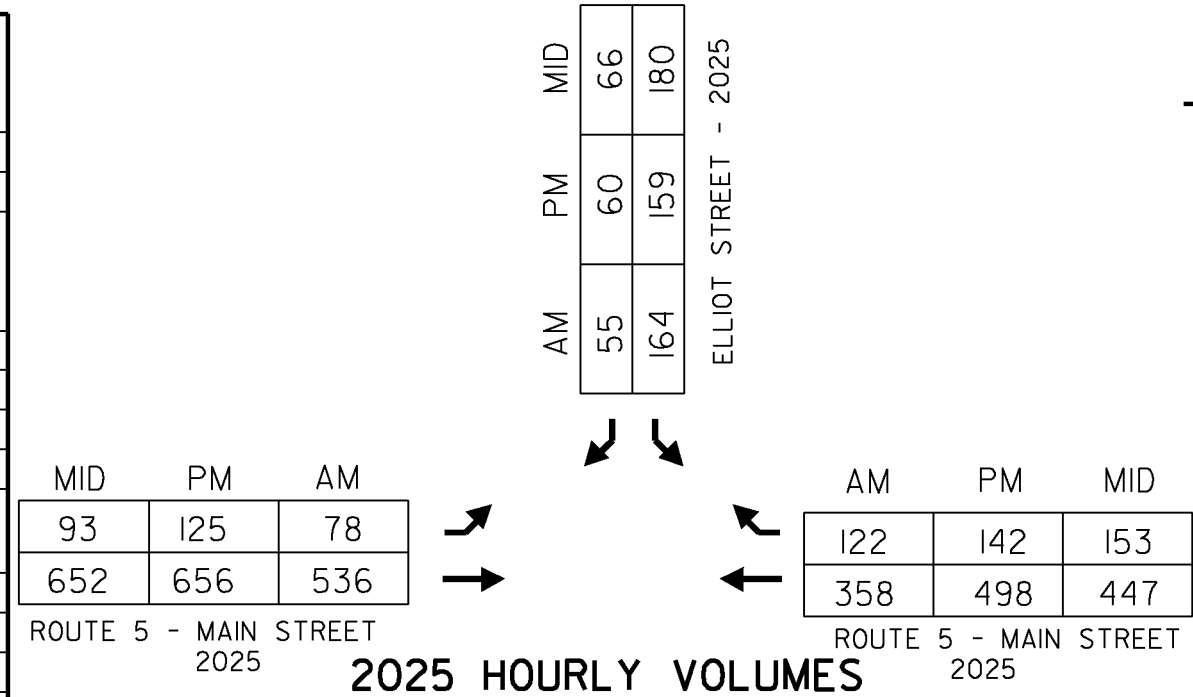
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (2") (PVC)	WIRED CONDUIT (2 1/2") (PVC)
PB12 TO PB13 - 45'	PB12 TO PB13 - 50'	PB12 TO PB13 - 39'
PB14 TO PP4F - 49'	CONTROLLER TO PB12 - 52'	PB13 TO PP4A - 19'
	CONTROLLER TO PB14 - 26'	PB12 TO PP4B - 13'
	PB14 TO PP4F - 59'	PB12 TO PP4D - 12'
		PB14 TO PP4E - 10'
CONTROLLER TO MP4A - 18'		CONTROLLER TO POWER STANCHION - 36'
CONTROLLER TO MP4A - 18'		CONTROLLER TO LIGHT POLE - 46'



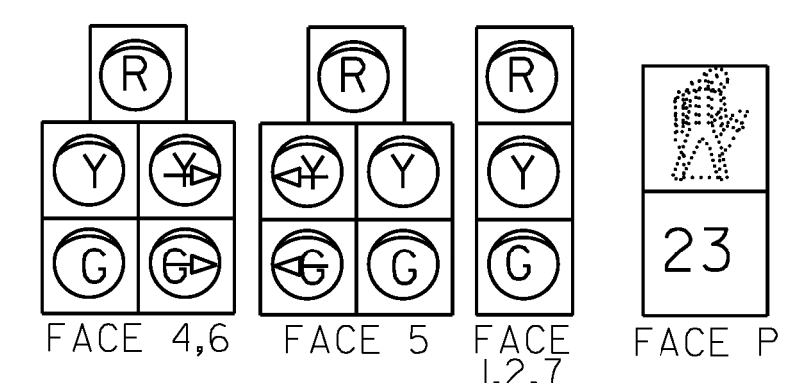
PROJECT NAME: BRATTLEBORO	FILE NAME: z08d044trfbr.dgn	PLOT DATE: 4/8/2010
PROJECT NUMBER: STP 2000(24)	PROJECT LEADER: KEN UPMAL	DRAWN BY: V. KACOYANNAKIS
	DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
	TRAFFIC SIGNAL SHEET 4	SHEET 153 OF 163

MAJOR EQUIPMENT LIST

EQUIPMENT ITEM NO. 678J5	US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)
CANTILEVER POLES W/MAST ARMS	1
PEDESTAL POSTS	6
NEW 12" TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE	
ONE-WAY, 3-SECTION	2
ONE-WAY, 5-SECTION	2
ONE-WAY, 3-SECTION SIDE-MOUNTED - POLE	1
ONE-WAY, 5-SECTION PEDESTAL POST TOP-MOUNTED	1
ACCESSIBLE PEDESTRIAN SIGNALS	
PEDESTAL POST TOP MOUNTED, ONE-WAY	4
PEDESTAL POST TOP MOUNTED, TWO-WAY	1
CONTROLLER/CABINET	1
PEDESTRIAN PUSHBUTTON ASSEMBLIES - PEDESTAL POST MOUNTED	5
OPTICAL VEHICLE PREEMPTION SYSTEM	1
RADIO INTERCONNECT/VIDEO DETECTION SYSTEM	1
RAILROAD PREEMPTION SYSTEM	1
POWER DROP STANCHION	1
ILLUMINATED LED TRAFFIC SIGN	2



SIGNAL FACE ARRANGEMENT 12" LENSES

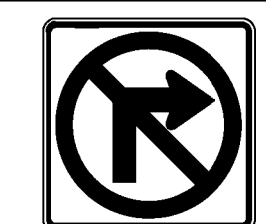


NOTE: INCLUDE BACKPLATE ALL SIGNAL FACES.

EQUIPMENT	ITEM NO.	UNIT	US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)	NOTES
WIRED CONDUIT (2") (PVC)	678.23	LF	362'	
WIRED CONDUIT (2 1/2") (PVC)	678.23	LF	36'	
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	678.30	LF	94'	
PULL BOX - STANDARD	678.25	EA	3	

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE, ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

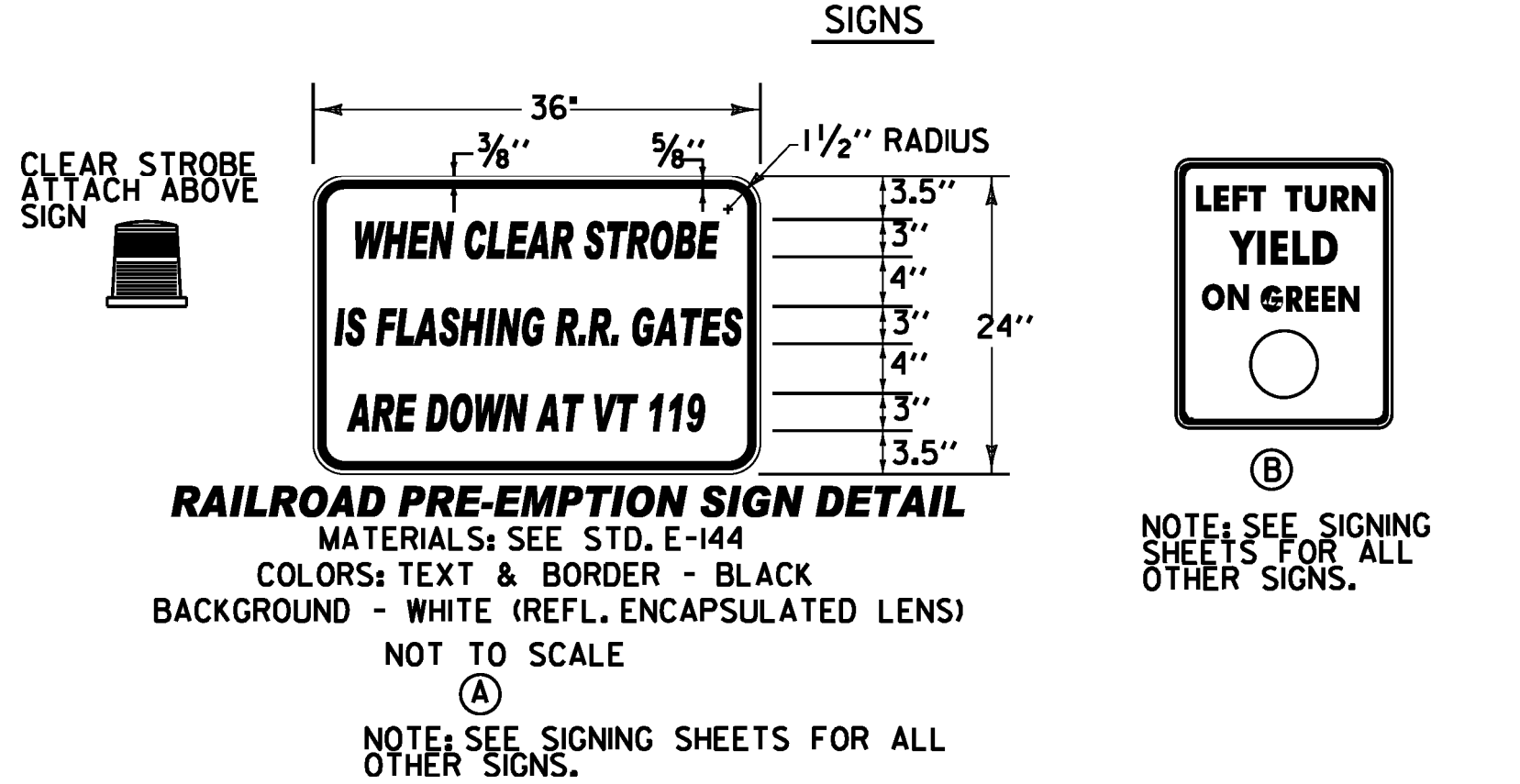
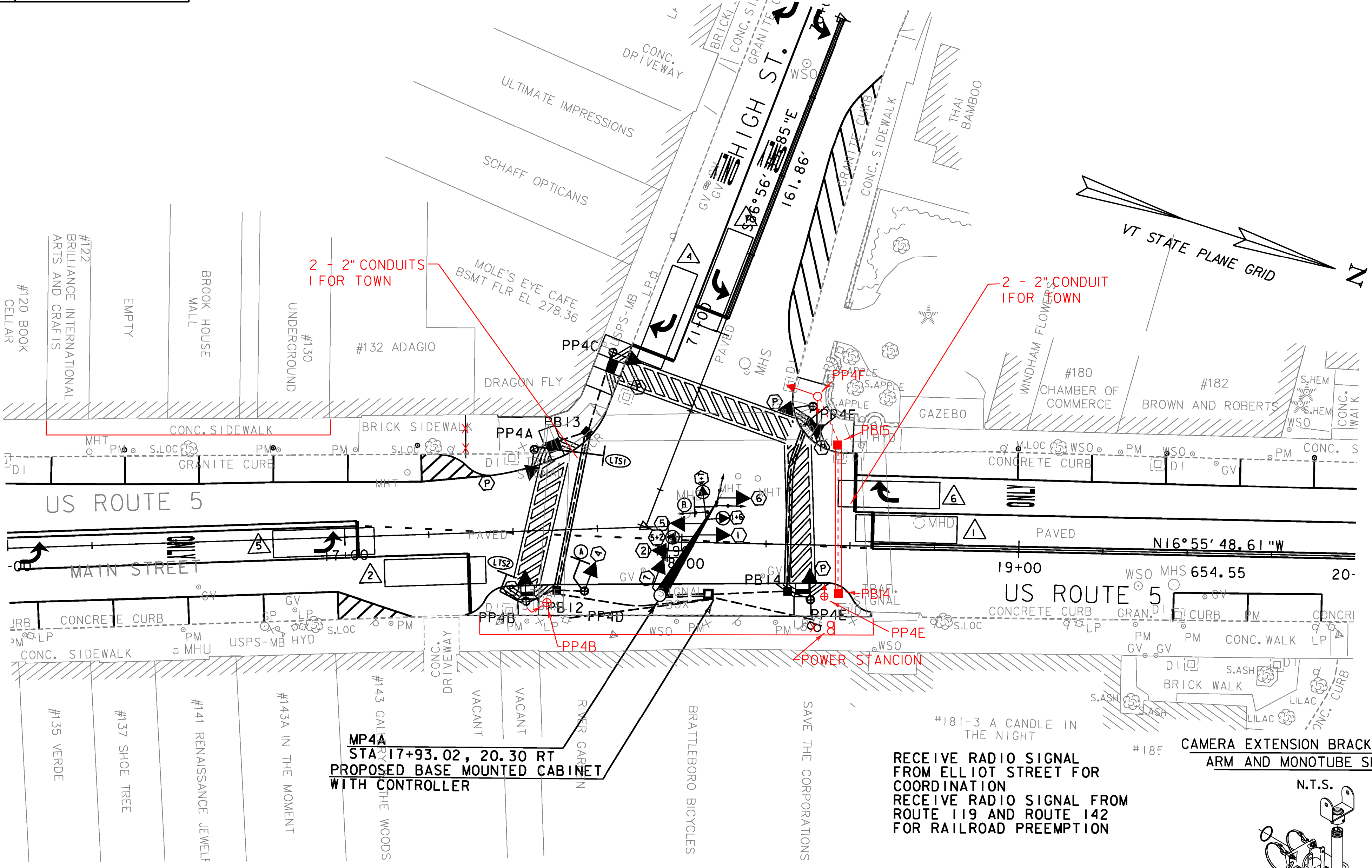
ILLUMINATED LED TRAFFIC SIGN



SIGN FACE LTS1, LTS2

NOTES:

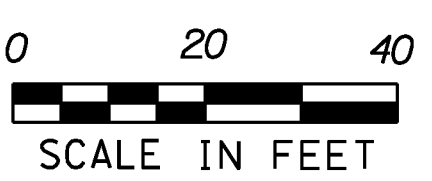
- OFFSET IS REFERENCED AT THE END OF PHASE 2.
- SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
- VIDEO DETECTION AREAS 1, 2, 4, 5, 6 AND 7 ARE IN NON-LOCK PRESENCE MODE.
- SIGNAL TO COORDINATE WITH MAIN STREET SYSTEM AT ELLIOT STREET (MASTER) BY INTERCONNECT VIA SPREAD SPECTRUM RADIO.
- ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
- SPREAD SPECTRUM RADIO ASSEMBLY TO RECEIVE SIGNAL TO COORDINATE WITH I42/I19, ELLIOT STREET, AND ROUTE 9 (HIGH STREET). INSTALL ANTENNA ON MP4A AND REMOTE RADIO IN THE CONTROLLER CABINET. MASTER RADIO TO BE INSTALLED IN CABINET AT ELLIOT STREET AND A TWO-WAY ANTENNA ON THE MAST ARM. ALL OTHER LOCATIONS IN THE SYSTEM SHALL RECEIVE REMOTE RADIOS AND ANTENNAS.
- RAILROAD PREEMPTION TO FORCE PHASE 2 AND HOLD UNTIL RELEASED. CABINET TO INCLUDE CONTACT CLOSURE RADIO TO COMMUNICATE WITH THE SIGNAL AT US 5 AND VT ROUTES I19 AND I42.
- SIGNAL TO INCLUDE A VEHICLE IDENTIFYING OPTICAL PREEMPTION SYSTEM. THE SYSTEM INCLUDES AN OPTICAL SIGNAL PROCESSOR, 3 OPTICAL DETECTORS, RED STROBE LIGHT AND APPROX. 280 +/- OF DETECTOR CABLE.



SEE SHEET 157 FOR MAST ARM CROSS SECTION
 SEE SHEETS 26-66 FOR PAVEMENT MARKINGS
 SEE SHEETS 136-140 FOR SIGNING LAYOUT
 ALL SIGNALS WITHIN THE MAIN STREET SIGNAL SYSTEM ARE COORDINATED AND A PART OF THE WIRELESS RADIO INTERCONNECT.
 SEE SHEETS 150-152 - TRAFFIC SIGNAL SHEETS NO. 1- 3 FOR OTHER LOCATIONS.

US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)

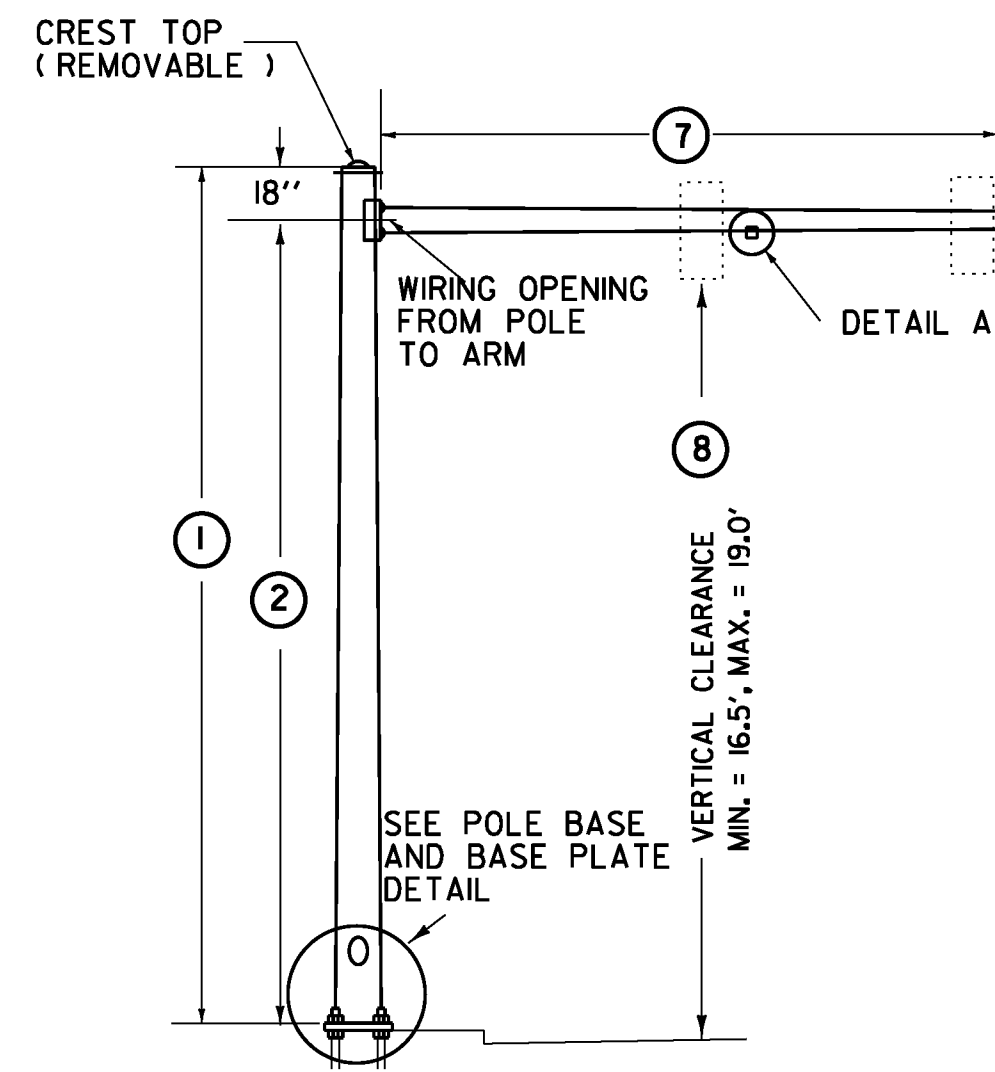
ELECTRICAL CONDUIT SLEEVE (8") (PVC)	WIRED CONDUIT (2") (PVC)	WIRED CONDUIT (2") (PVC) (CONT.)
PB12 TO PB13 - 45' 40"	PB12 TO PB13 - 50'	PB13 TO PP4C - 39'
PB14 TO PB15 - 49' 33"	CONTROLLER TO PB12 - 52' 49"	PB13 TO PP4A - 19' 13'
	CONTROLLER TO PB14 - 26' 43"	PB12 TO PP4B - 13' 10"
	PB14 TO PP4E - 59'	PB12 TO PP4D - 12' 14"
		PB14 TO PP4E - 10' 9"
		CONTROLLER TO POWER STANCHION - 36' 47"
		CONTROLLER TO LIGHT POLE - 46' 39"



TWO PIECE CAMERA MOUNT
 TUBE LENGTHS: 23", 37", 46", OR 74"
 BAND LENGTHS: 29", 36", 42", 48", OR 56"
 Notes:
 All assemblies shall have steel fasteners and stainless steel clamp screw kits.
 For 2 piece bracket mounts shall be specified for camera type.

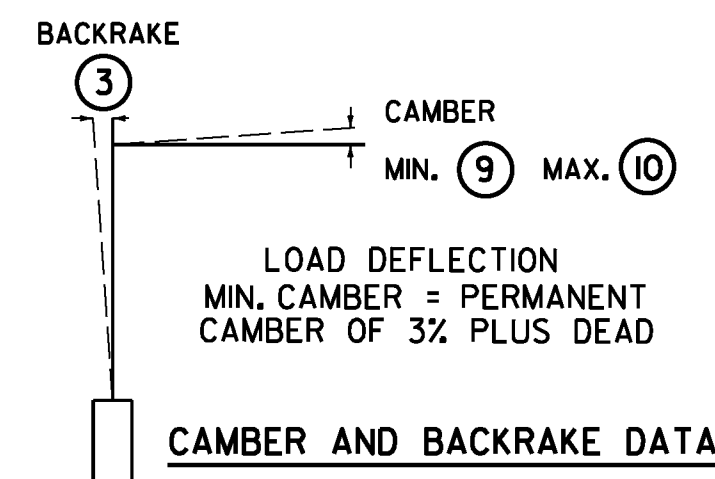
EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA
		OPTICAL DETECTOR
		ILLUMINATED LED TRAFFIC SIGN

PROJECT NAME: BRATTLEBORO	PLOT DATE: 6/27/2011
PROJECT NUMBER: STP 2000(24)	DRAWN BY: V. KACOYANNAKIS
FILE NAME: z08d044trfbdr.dgn	CHECKED BY: D. SPENCER
PROJECT LEADER: KEN UPMAL	SHEET 153 OF 163
DESIGNED BY: V. KACOYANNAKIS	
TRAFFIC SIGNAL SHEET 4	

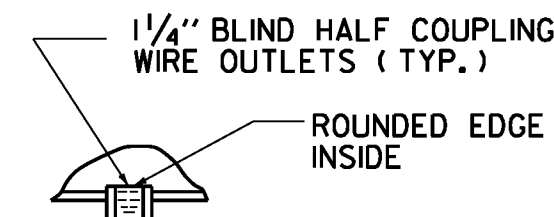


TYPE A

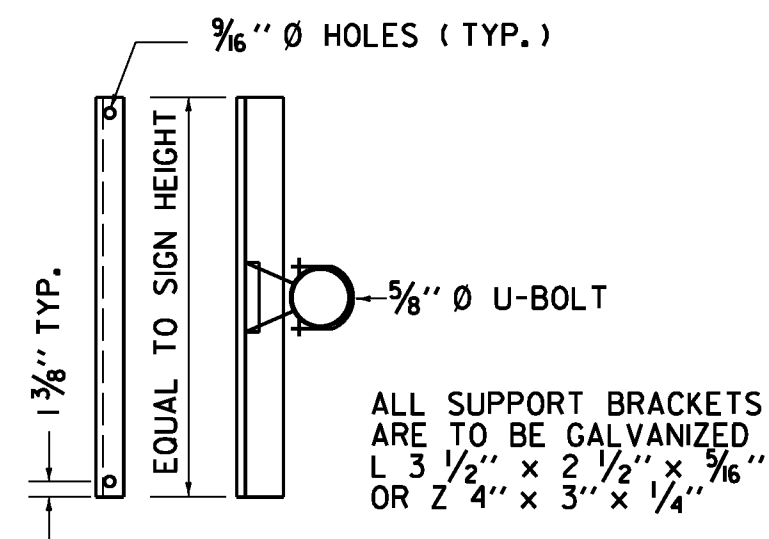
- POLE BASE DIAMETER (4)
- POLE GAUGE (5)
- POLE TAPER RATE (6)
- ARM DIAMETER (11)
- ARM GAUGE (12)
- ARM TAPER RATE (13)



CAMBER AND BACKRAKE DATA



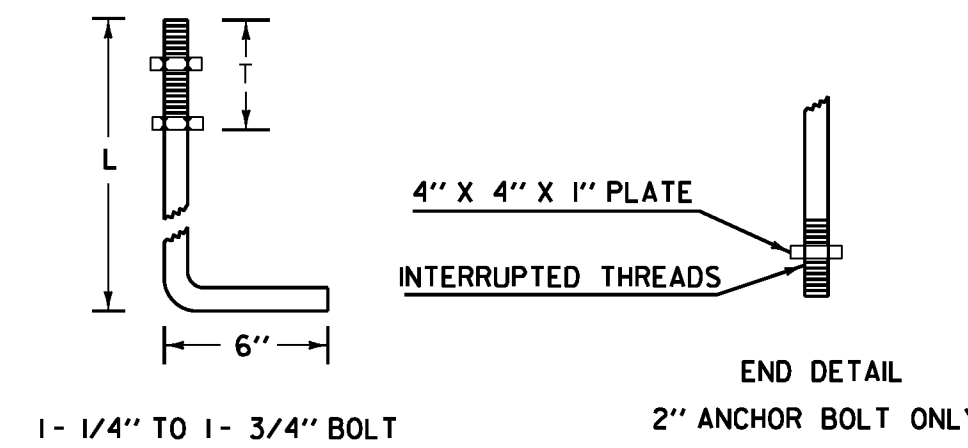
DETAIL A



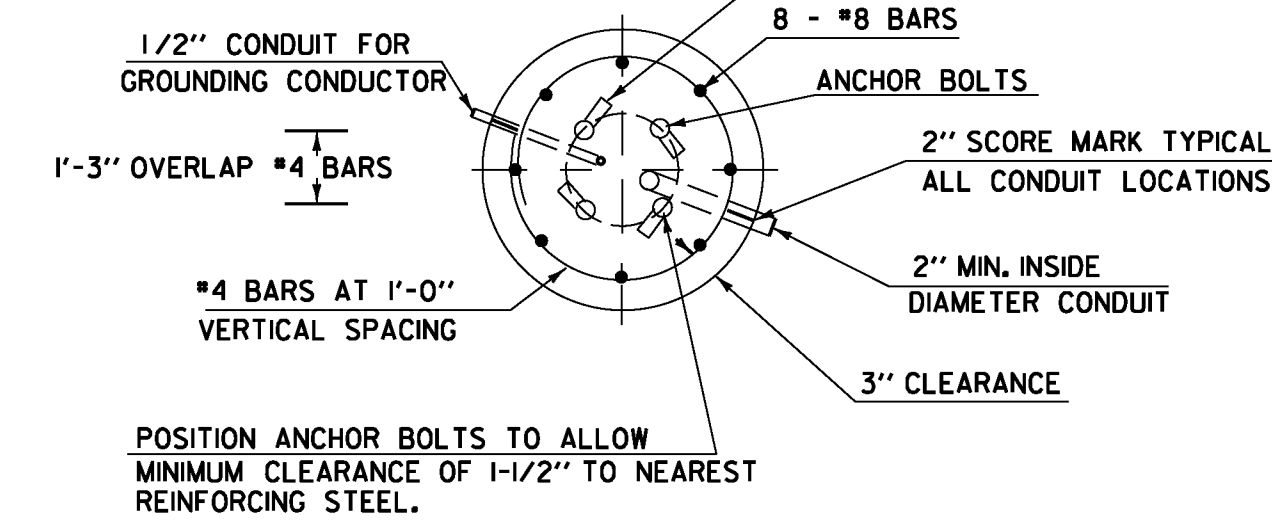
SIGN ON SINGLE MAST ARM

SIGN BRACKET DETAILS

ANCHOR BOLT DETAIL		
SIZE	L (IN)	T (IN)
1 - 1/4" X 48"	42	8
1 - 1/2" X 60"	54	9
1 - 3/4" X 90"	84	9
2" X 96"	96	9



ANCHOR BOLT DETAIL

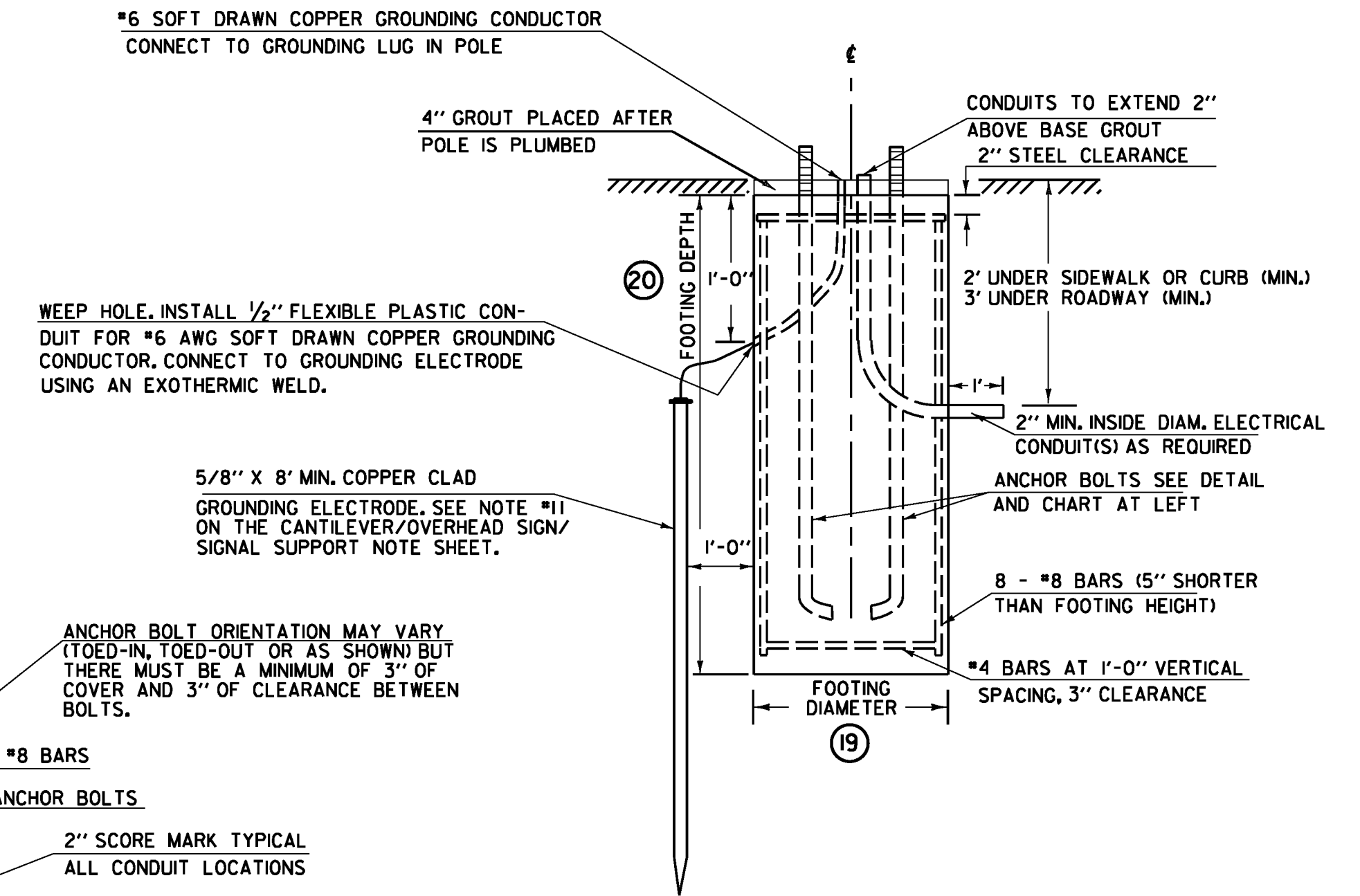


SECTION

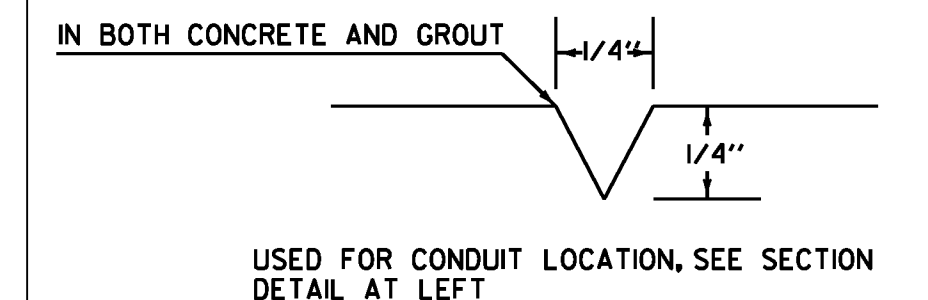
CANTILEVER FOOTING DETAIL

(SPREAD FOOTINGS OR PILES ARE OPTIONAL)

SEE CANTILEVER / OVERHEAD SIGN / SIGNAL SUPPORTS NOTE SHEET FOR ADDITIONAL INFORMATION



ELEVATION



USED FOR CONDUIT LOCATION, SEE SECTION DETAIL AT LEFT

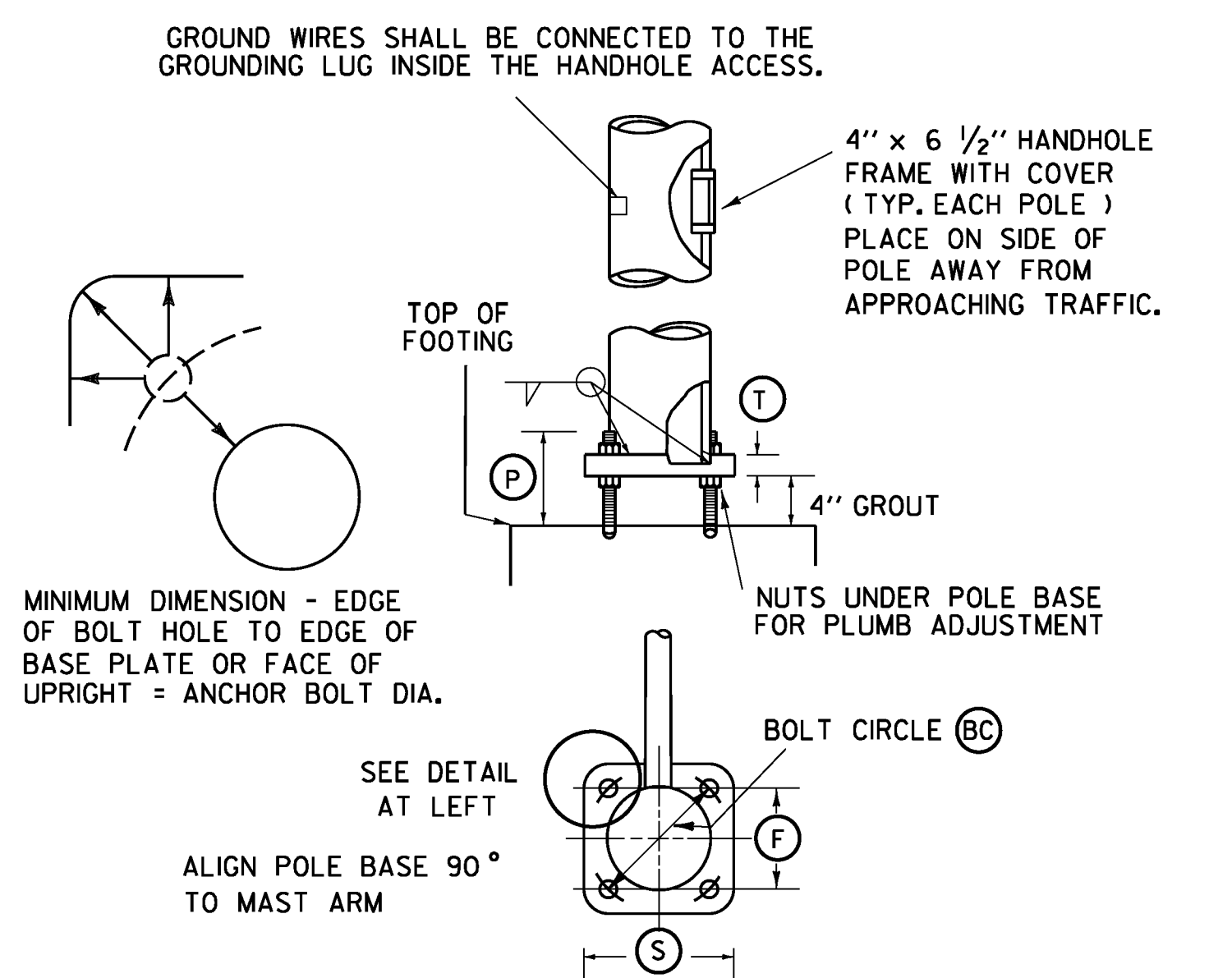
2" SCORE MARK DETAIL

SEE SHEET(S) ____ FOR CROSS SECTIONS

POLE	TYPE	POLE DATA											ARM DATA						LIGHTING DATA				FOOTING DATA		BASE PLATE / BOLT DATA					
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(BC)	(F)	(S)	(T)	(P)	ANCHOR BOLT SIZE			
MP1A	A	20.0'	18.5'	TBBM	TBBM	TBBM	TBBM	45'	17'	3%	5%	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"			
MP1B	A	17.9'	16.4'	TBBM	TBBM	TBBM	TBBM	45'	17'	3%	5%	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"			
MP2A	A	19.8'	18.3'	TBBM	TBBM	TBBM	TBBM	35'	17'	3%	5%	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"			
MP3A	A	20.3'	18.8'	TBBM	TBBM	TBBM	TBBM	40'	17'	3%	5%	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"			
MP4A	A	19.2'	17.7'	TBBM	TBBM	TBBM	TBBM	35'	17'	3%	5%	TBBM	TBBM	TBBM	N/A	N/A	N/A	N/A	N/A	VAOT	VAOT	24"	1.41'	TBBM	TBBM	TBBM	2"			

TBBM = TO BE DETERMINED BY MANUFACTURER
VAOT= REFER TO GEOTECHNICAL RECOMMENDATION MEMORANDUM BY VERMONT AGENCY OF TRANSPORTATION

STANDARD DETAIL BY VAOT



POLE BASE AND BASE PLATE DETAIL

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044tr fbdn.dgn PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS CHECKED BY: J. SOBEL
TRAFFIC SIGNAL SHEET 5 SHEET 154 OF 163

NOTE:
DETAILS
NTS

SINGLE MAST ARM CANTILEVER / FOOTING DETAIL SHEET

TRAFFIC SIGNAL NOTES

A. NEW TRAFFIC SIGNAL EQUIPMENT

1. ALL SIGNAL HEADS SHALL BE RIGIDLY MOUNTED. ALL LENSES SHALL BE LED UNLESS SPECIFIED ON THE PLANS TO BE OPTICALLY PROGRAMMED. ALL SIGNAL HEADS SHALL INCLUDE DISCONNECT HANGERS (WHERE NEEDED), AND BACKPLATES SHALL BE INCLUDED AS SPECIFIED ON THE PLANS.
2. ALL CONTROLLERS SHALL BE ECONOLITE BRAND, MODEL ASC/3-2100 OR NAZTEC BRAND MODEL 980 (TS-2 TYPE 2). ALL CABINETS TO BE GROUND MOUNTED AND SHALL BE TYPE P.
3. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET ON A STANCHION OR ON THE SIDE OF THE STRAIN POLE NEXT TO OR BELOW THE METER SOCKET (SEE STD E-175), A SEPARATE CIRCUIT BREAKER SHALL BE INSTALLED FOR ROADWAY LIGHTING, IF APPLICABLE.
4. PUSHBUTTONS AND PEDESTRIAN SIGNS SHALL BE PROVIDED WITH ALL PROPOSED PEDESTRIAN SIGNALS.
5. PEDESTRIAN PEDESTAL POSTS SHALL BE LOCATED 1.0' BEHIND SIDEWALK UNLESS OTHERWISE SPECIFIED ON THE PLANS.
6. ALL PEDESTRIAN PUSHBUTTONS AND PEDESTRIAN SIGNALS SHALL COMPLY WITH ADA STANDARDS AND THE FOLLOWING SPECIFICATIONS, 725.J3 AND 725.J4.

B. SIGNAL OPERATION

1. SWITCH-OVER FROM EXISTING TO REPLACEMENT SIGNALS SHALL NOT BE DONE DURING PEAK TRAFFIC PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.

C. PULLBOXES AND JUNCTION BOXES FOR TRAFFIC SIGNALS

1. PULLBOXES/JUNCTION BOXES ARE DETAILED ON STD E-173.
2. THE LOGO ON THE PULLBOXES/JUNCTION BOXES SHALL BE "SIGNAL".

D. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL CONDUIT SHALL BE PVC UNLESS OTHERWISE SPECIFIED.
2. MINIMUM CONDUIT SIZES SHALL BE:
 - 2" FOR SHIELDED LEAD-IN CABLE, SIGNAL CABLE, POWER CABLE AND ALL OTHERS, UNLESS SPECIFIED OTHERWISE ON THE PLANS.
 - SEE CHART ON STD E-172 FOR DESIGN VALUES.
3. WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR ACROSS SIDE ROADS, IT SHALL BE PLACED IN AN ELECTRICAL CONDUIT SLEEVE (8") (PVC).

E. ALL DETECTION SHALL BE NON-INSTRUSIVE - VIDEO DETECTION SHALL BE UTILIZED AT ALL LOCATIONS.

F. REMOVAL OF EXISTING OR REUSE OF SALVAGED TRAFFIC SIGNAL EQUIPMENT

1. AT THE DISCRETION OF THE TOWN OF BRATTLEBORO, REMOVED AND NOT REUSED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE TOWN OF BRATTLEBORO GARAGE. UNWANTED TRAFFIC SIGNAL EQUIPMENT MUST BE DISPOSED OF BY THE CONTRACTOR. REMOVAL OF TRAFFIC SIGNAL EQUIPMENT SHALL INCLUDE REMOVAL OF CONCRETE BASES OR CUTTING BASES ONE FOOT BELOW GRADE, AND BACKFILLING OF THE HOLES. ANY TRAFFIC SIGNAL EQUIPMENT THAT IS DAMAGED OR LOST BY THE CONTRACTOR DURING REMOVAL SHALL BE REPAIRED OR REPLACED, TO THE SATISFACTION OF VTRANS AT THE CONTRACTOR'S EXPENSE. THE CONTACT PERSON FOR THE TOWN OF BRATTLEBORO SHALL BE DALE SHIPP, BRATTLEBORO FIRE DEPARTMENT, (802) 257-7646.
2. ALL SALVAGED OR REUSED TRAFFIC SIGNAL EQUIPMENT SHALL BE THOROUGHLY CLEANED AND PAINTED AS REQUIRED, BEFORE REUSE. PAYMENT WILL BE MADE UNDER THE APPROPRIATE 900.620 SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM) ITEM IN THE CONTRACT.

G. GENERAL

1. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY LOCAL PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE SIGNAL AND STREET LIGHTING EQUIPMENT, IF APPLICABLE. THE ROUTING OF POWER TO THE INTERSECTION SHALL BE SUCH THAT VTRANS HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE SIGNAL. NO INTERVENING OWNERSHIP/RESPONSIBILITY SHALL BE ALLOWED.
2. A METAL PLAQUE LISTING OWNERSHIP AND EMERGENCY PHONE NUMBERS SHALL BE ATTACHED TO THE OUTSIDE OF THE CONTROLLER CABINET. CONTACT THE VTRANS DISTRICT OFFICE TO VERIFY APPROPRIATE PHONE NUMBERS.

H. COORDINATION, ETC.

1. SPREAD SPECTRUM RADIO SHALL BE USED AS THE METHOD OF COORDINATION FOR THE MAIN STREET SIGNALS.
2. THE EQUIPMENT UTILIZED FOR THIS COORDINATION APPLICATION SHALL CONSIST OF ANTENNAS AND REMOTE RADIOS FOR THE LOCATIONS AT FLAT ST., VT RTES. 119 AND 142 AND HIGH STREET. ELLIOT STREET SHALL RECEIVE A MASTER RADIO AND A TWO-WAY ANTENNA.
3. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF BRATTLEBORO BEFORE THE START OF WORK ON THE MAIN STREET SIGNALS.
4. THE MASTER LOCATION AND MASTER EQUIPMENT SHALL BE LOCATED AT ELLIOT STREET.

I. RAILROAD PREEMPTION

1. THE INTERSECTION OF VT ROUTES 119 AND 142 WITH US 5 (MAIN STREET) AND THE PRIVATE DRIVE SHALL INCLUDE RAILROAD PREEMPTION DUE TO THE CLOSE PROXIMITY OF THE RAIL CROSSING GATES AT VT ROUTE 119.
2. CONTRACTOR TO INSTALL A JUNCTION BOX AT APPROX. STATION 42+63 33 LT AS SHOWN ON THE PLANS. NECR WILL UTILIZE JUNCTION BOX TO CONNECT THE RAIL EQUIPMENT WITH THE SIGNAL EQUIPMENT. CONTRACTOR TO COORDINATE THIS CONSTRUCTION WITH NECR PRIOR TO THE START OF WORK. THE CONTROLLER SHALL BE HARDWIRED TO THE RAILROAD EQUIPMENT. ALL WORK WITHIN THE R.R. R.O.W. SHALL BE PERFORMED BY NECR.
3. THE CONTROLLER AT THE INTERSECTION OF VT RTES. 119 AND 142 AT US 5 (MAIN STREET) AND THE PRIVATE DRIVE SHALL INCLUDE A CONTACT CLOSURE DIO MASTER RADIO INTUI-COM OR EQUAL TO SEND A SIGNAL TO ALL LOCATIONS INCLUDED IN THIS SYSTEM - FLAT ST., ELLIOT ST. AND HIGH STREET. ALL OTHER LOCATIONS TO INCLUDE A CONTACT CLOSURE DIO RADIO INTUI-COM OR EQUAL.
4. FIRST PRIORITY SHALL BE RAILROAD PREEMPTION.
5. INSTALL BATTERY BACK-UP FOR THE CONTROLLER AT THE INTERSECTION OF VT RTES. 119 AND 142 WITH U.S. 5 (MAIN STREET) AND PRIVATE DRIVEWAY.
6. CONTACT CLOSURE RADIOS FOR RAILROAD PREEMPTION ARE SEPARATE ITEMS AND NOT THE SAME AS AS COORDINATION RADIOS.

J. FIRE PREEMPTION

1. ALL SIGNALS TO INCLUDE A VEHICLE IDENTIFYING OPTICAL PREEMPTION AND COMMUNICATION SYSTEM. THE SYSTEM WILL INCLUDE OPTICAL SIGNAL PROCESSORS, AN OPTICAL DETECTOR FOR EACH LEG REQUIRED AS INDICATED ON THE PLAN, STROBE LIGHT(S) AND THE REQUIRED AMOUNT OF DETECTOR CABLE FOR EACH INTERSECTION.
2. RAILROAD PREEMPTION TO BE FIRST PRIORITY.

TRAFFIC CONTROL NOTES FOR TRAFFIC SIGNAL WORK

1. THE FOLLOWING NOTES APPLY TO TRAFFIC CONTROL NECESSARY FOR THE INSTALLATION OR MODIFICATION OF THE TRAFFIC SIGNALS ONLY. FOR OVERALL PROJECT TRAFFIC CONTROL MANAGEMENT REQUIREMENTS REFER TO SHEETS 160-162 AND SECTION 641.
2. DURING CONSTRUCTION, A MINIMUM OF ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT NIGHT, ON WEEKENDS AND HOLIDAYS, DURING PEAK TRAFFIC AND WHENEVER POSSIBLE DURING CONSTRUCTION. AT THE DISCRETION OF THE RESIDENT ENGINEER (OR OTHER DESIGNATED AGENCY REPRESENTATIVE), UNIFORMED TRAFFIC CONTROL OFFICERS OR TRAINED FLAG PERSONS SHALL DIRECT TRAFFIC, WHENEVER REQUIRED.
3. TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE STANDARD DRAWINGS AND THE MUTCD (E-101, E-102, E-106, E-107, E-110, E-111).
4. AFTER SIGNAL INSTALLATION, ALL HEADS MUST BE COVERED (TURNING SHALL NOT BE ALLOWED) UNTIL TURN ON. THE METHOD OF COVERING SHALL BE AS FOLLOWS:

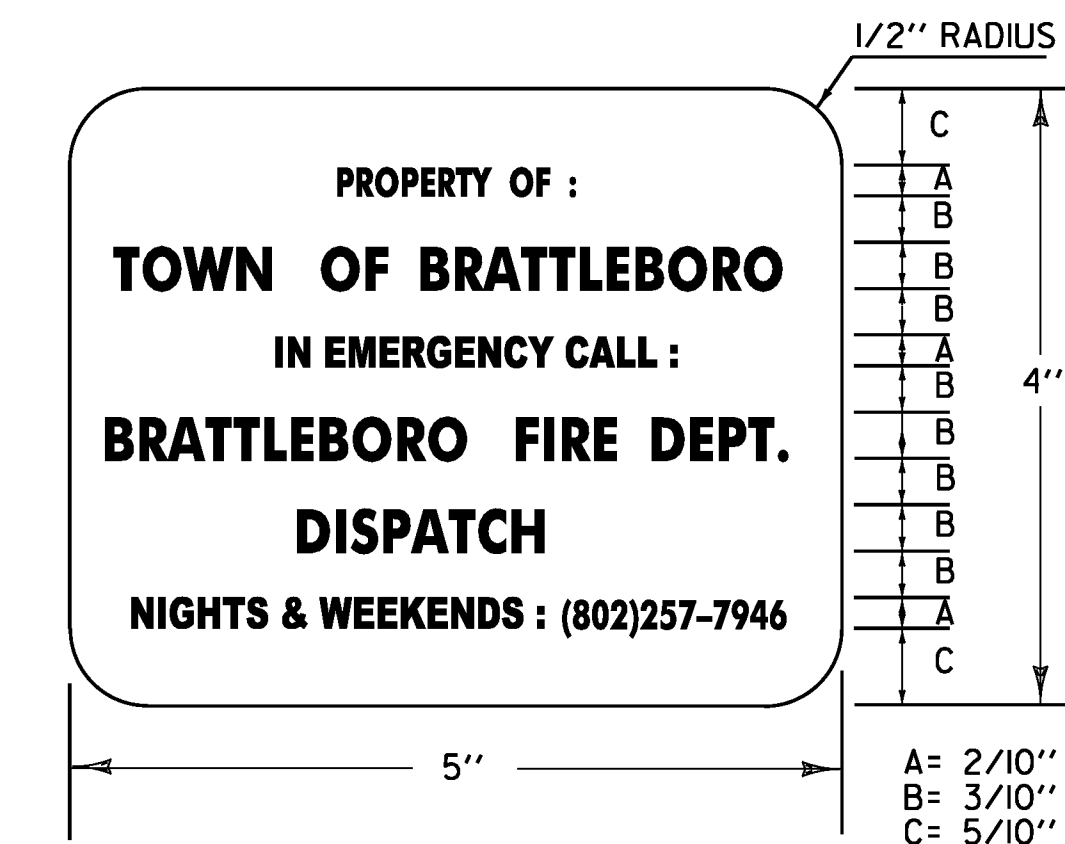
ALL NEW TRAFFIC AND PEDESTRIAN SIGNAL HEADS WHICH HAVE BEEN INSTALLED BUT NOT PLACED IN EITHER FLASHING OR FULL OPERATION SHALL BE COVERED. EXISTING SIGNAL HEADS WHICH ARE PLACED OUT OF SERVICE IN ORDER TO PERFORM WORK ON THE SIGNAL SYSTEM SHALL ALSO BE COVERED, EXCEPT WHEN SUCH WORK CAN BE COMPLETED IN A RELATIVELY SHORT PERIOD OF TIME (SEVERAL HOURS) AND TRAFFIC CONTROL HAS BEEN PROVIDED FOR.

THE SIGNAL COVERS SHALL CONSIST OF A ONE PIECE PLASTIC BAG HAVING A MINIMUM THICKNESS OF 4 MIL. THE BAG SHALL BE OPAQUE. THE COVER SHALL SLIP OVER THE ENTIRE SIGNAL HEAD AND SHALL BE SECURELY TIED AT THE OPENING WITH A ROPE OF SUFFICIENT SIZE AND STRENGTH TO SECURE THE COVER. AN INTERMEDIATE ROPE OF THE SAME MATERIAL SHALL BE DRAWN AROUND THE CENTER OF THE COVER TO PREVENT EXCESS FLAPPING IN THE WIND.

A DRAIN HOLE SHALL BE MADE AT THE BOTTOM OF THE BAG TO ALLOW THE ESCAPE OF MOISTURE. NO TAPE OR ADHESIVE WILL BE ALLOWED TO BE ATTACHED TO ANY SURFACE OF THE SIGNAL HOUSING OR LENSES. ALL COVERS SHALL BE PLACED IN A NEAT WORKMANLIKE MANNER. ANY COVER WHICH IS TORN OR MISSING SHALL BE IMMEDIATELY REPLACED. PAYMENT FOR THE COVERS, THEIR PLACEMENT, AND REMOVAL AND ALL INCIDENTALS FOR COMPLETION OF THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE TRAFFIC SIGNAL.

5. WHERE TWO-WAY TRAFFIC IS MAINTAINED DURING CONSTRUCTION, THE SIGN PACKAGE SHOWN ON STD E-110 SHOULD BE USED. FOR ONE-WAY TRAFFIC, E-110 APPLIES. APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.
6. VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS.
7. THE CONTRACTOR SHALL NOT WORK WITHIN THE HIGHWAY ROW WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE AS SHOWN ON STD E-100.
8. AT LOCATIONS WHERE SIGNALS CURRENTLY EXIST, A WORKING SIGNAL SYSTEM SHALL BE IN PLACE AT THE END OF EACH DAY. IF THE SIGNAL SYSTEM IS NOT WORKING AT THE END OF THE DAY, THE CONTRACTOR SHALL PROVIDE UNIFORMED TRAFFIC OFFICERS TO CONTROL TRAFFIC UNTIL SUCH TIME THAT THE EXISTING OR NEW SIGNAL IS IN OPERATION AT NO COST TO THE STATE.
9. SIGNAL UNDER CONSTRUCTION SIGN PANELS SHALL BE MOUNTED UNDER "ROAD CONSTRUCTION AHEAD" SIGNS ANYTIME SIGNAL SYSTEM WORK IS BEING PERFORMED (SEE SIGN DETAIL THIS SHEET).

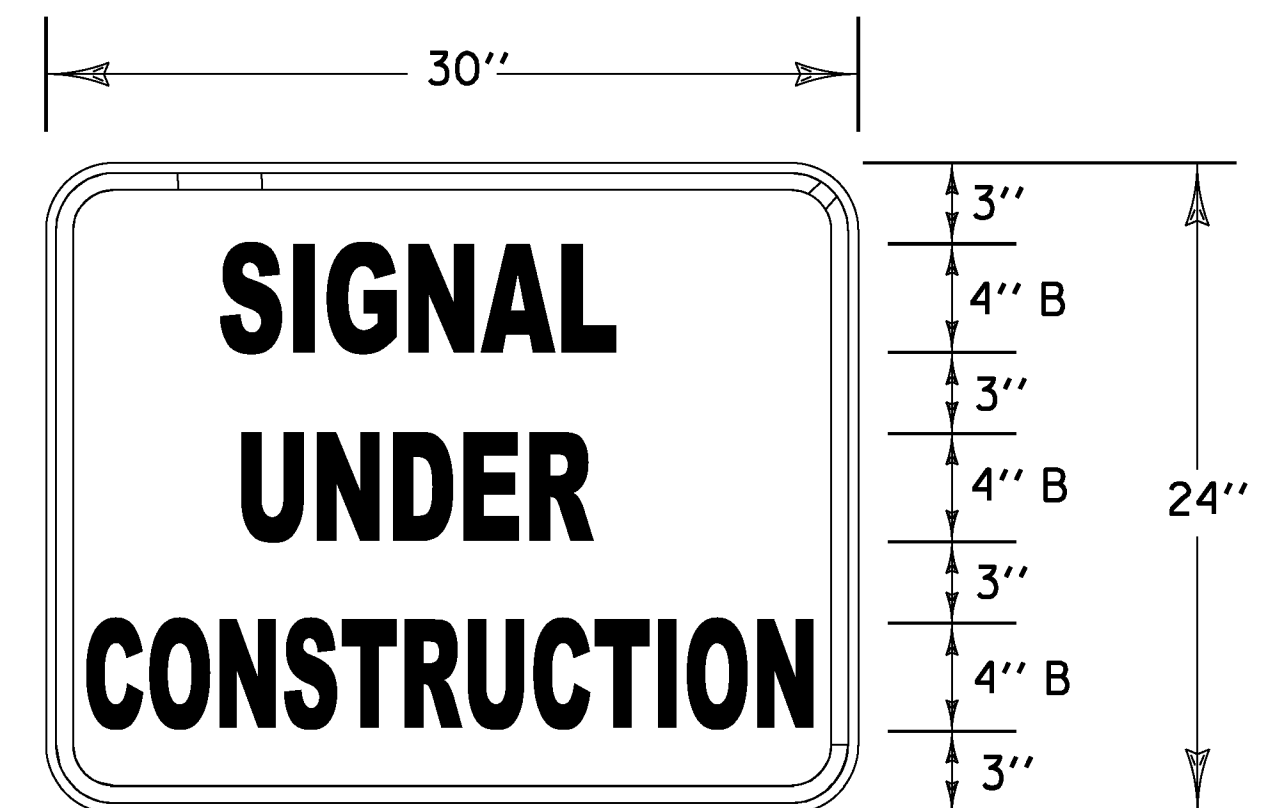
CONTROLLER IDENTIFICATION PLAQUE



LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

NOTES:

- 1.) THE PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS. IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDED, RIVETED OR BOLTED WITH VANDAL PROOF BOLTS.
- 2.) THE LETTERS SHALL BE PUNCHED OR STAMPED, SUCH STAMPING SHALL PENETRATE AT LEAST 1/2 THE BASE MATERIAL THICKNESS.
- 3.) THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF 0.100 INCHES.



MATERIALS: SEE STD. E-144
 COLORS: TEXT & BORDER - BLACK
 BACKGROUND - ORANGE (RETROREFLECTIVE SHEETING)

CONSTRUCTION SIGN DETAIL

NOT TO SCALE

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044tr fbdr.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET	6
PLOT DATE:	4/8/2010
DRAWN BY:	V. KACOYANNAKIS
CHECKED BY:	J. SOBEL
SHEET	155 OF 163

**CANTILEVER SIGNAL AND SIGN SUPPORT NOTES
VAOT STANDARDS**

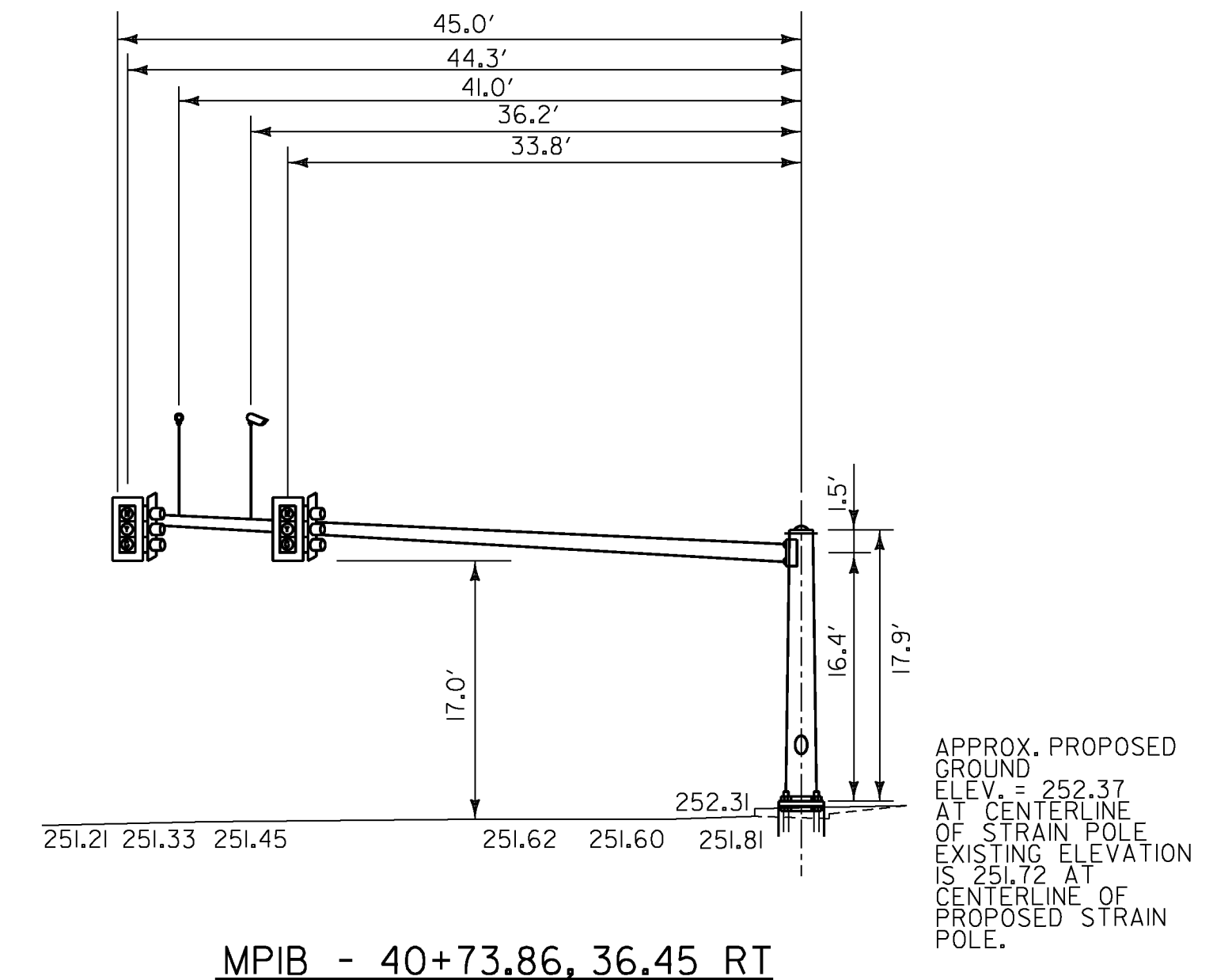
1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2006, WITH CURRENT MODIFICATIONS.
2. OVERHEAD SIGN/SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S PUBLICATION ENTITLED "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS", DATED 2009 AND ITS LATEST INTERIMS.
3. THE DESIGN CRITERIA SHALL TAKE INTO ACCOUNT THE FOLLOWING CRITERIA:
 - STRUCTURE CRITERIA**
DESIGN LIFE: 50 YEARS
WIND LOAD - 90 MPH, UNLESS SPECIAL SITE CONDITIONS DICTATE
ICE LOAD PER AASHTO'S PUBLICATION ENTITLED "STANDARD SPECIFICATIONS", DATED 2009
 - FATIGUE CRITERIA**
FATIGUE CATEGORY: 1 FOR MAST ARM SIGN STRUCTURES, 2 FOR SIGNAL MAST ARMS
VORTEX SHEDDING: INCLUDE
NATURAL WIND GUSTS: INCLUDE
TRUCK INDUCED WIND GUSTS: INCLUDE FOR ROADWAYS WHERE SPEED LIMIT IS 40 MPH OR GREATER
GALLOPING: DO NOT INCLUDE IN DESIGN CALCULATIONS
 - FOUNDATION CRITERIA**
CONCRETE: CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 501 FOR CONCRETE, HIGH PERFORMANCE CLASS B.
REINFORCING STEEL: REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SUBSECTION 713.01.
ALLOWABLE BEARING CAPACITY: -
INTERNAL SOIL FRICTION ANGLE: -
- SEE BRATTLEBORO STP 2000(24) GEOTECHNICAL REPORT BY THE VERMONT AGENCY OF TRANSPORTATION'S SOILS AND FOUNDATIONS SECTION DATED DECEMBER 29, 2009 WHICH IS INCLUDED IN THE CONTRACT DOCUMENTS FOR THIS PROJECT.
4. ANCHOR BOLTS
FOUR STAINLESS STEEL ANCHOR BOLTS WITH TWO HEXAGON NUTS, ONE WASHER AND ONE LOCK WASHER PER BOLT SHALL BE FURNISHED WITH EACH POLE. ANCHOR PLATES, WHEN USED, SHALL ALSO BE STAINLESS STEEL. MATERIALS SHALL MEET THE REQUIREMENTS OF SUBSECTION 714.09.
5. FLANGE BOLTS
ALL FLANGE BOLTS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO SUBSECTION 714.05.
6. HORIZONTAL AND VERTICAL MEASURES
STEEL TUBES SHALL BE FORMED AND WELDED WITH ONE CONTINUOUS LONGITUDINAL WELD ONLY. AFTER FORMING AND WELDING THEY SHALL BE COLD ROLLED TO ENSURE UNIFORMITY OF SIZE AND SMOOTHNESS OF WELD. THERE SHALL BE NO TRANSVERSE WELDING EXCEPT AT THE FLANGE CONNECTIONS AND POLE BASE PLATES, WHERE THE TUBES SHALL TELESCOPE THE FLANGES AND PLATES AND BE CONTINUOUSLY WELDED BOTH SIDES INSIDE AND OUT TO WITHSTAND THE FULL TRANSFER OF THE BENDING STRENGTH TO THE BOLTS. OPTIONALLY, THE MEMBERS MAY BE A SERIES OF TWO OR THREE DIFFERENT DIAMETER PIPES WELDED TOGETHER. STEEL TUBES AND BASE PLATES SHALL MEET THE REQUIREMENTS OF SUBSECTION 752.02 (B).
7. GALVANIZING
ALL STEEL COMPONENTS, EXCEPT CONCRETE REINFORCING AND STAINLESS STEEL HARDWARE, ARE TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. THE ASSEMBLIES SHALL BE DESIGNED AND FABRICATED TO PERMIT GALVANIZING ON ALL INTERIOR AND EXTERIOR SURFACES AND SHALL BE FREE OF POCKETS AND OTHER STRUCTURAL OBSTRUCTIONS THAT WILL NOT PERMIT PROPER DEPOSITION OF ZINC COATING. GALVANIZING SHALL BE IN ACCORDANCE WITH SUBSECTION 752.02 (B).
8. WELDING
ALL DESIGN DETAILS, WORKMANSHIP, PROCEDURES AND INSPECTION SHALL SHALL CONFORM WITH SUBSECTION 506.10.
9. FOUNDATIONS
 - A. FOUNDATIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE MRE110-01 GUIDELINES ISSUED BY THE AGENCY.
 - B. FOUNDATIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES:
 1. A MINIMUM EMBEDMENT DEPTH OF 5 FEET SHALL BE USED FOR ALL SPREAD FOOTING FOUNDATIONS; MEASURED FROM THE GROUND SURFACE ELEVATION TO THE BOTTOM OF THE FOOTING ELEVATION.
 2. EXCEPT FOR THE UPPERMOST 2 FT. OF SOIL, DRILLED SHAFT FOUNDATIONS SHALL BE POURED AGAINST UNDISTURBED MATERIAL; THE TOP 2 FT. OF SOIL SHALL BE NEGLECTED FOR DESIGN PURPOSES. A DISPOSABLE CIRCULAR CONCRETE FORM, IF USED, SHALL NOT BE PLACED DEEPER THAN 2FT. IN ORDER NOT TO REDUCE THE FRICTION BETWEEN THE SOIL AND THE CONCRETE.
 3. AS AN ALTERNATIVE TO THE DRILLED HOLES, FOUNDATIONS MAY BE POURED IN EXCAVATED HOLES USING THE PROPER FORMS, WHICH MUST BE REMOVED. THE EXCAVATED HOLES SHALL BE AT LEAST 2 FT. CLEAR OF THE FOUNDATION SIDES AND 1 FT. DEEPER THAN THE FOUNDATION. CARE SHALL BE TAKEN TO AVOID EXCAVATING AROUND THE TOP OF THE FOUNDATION. DESIGN LIMITS AS FOR AN AUGURED FOUNDATION APPLY.
 4. BACKFILL MATERIAL PLACED ADJACENT TO THE FOUNDATION SHALL MEET THE REQUIREMENTS FOR GRANULAR BACKFILL FOR STRUCTURES, SUBSECTION 704.08. BACKFILL MATERIAL SHALL BE COMPACTED AS DESCRIBED IN SUBSECTION 204.08.

5. CONCRETE FOR THE FOUNDATION SHALL CONFORM TO THE REQUIREMENTS OF SECTION 501 FOR CONCRETE, HIGH PERFORMANCE CLASS B. IF DRILLED SHAFT FOUNDATIONS ARE REQUIRED, THE CONCRETE SPECIFICATIONS MAY NEED TO BE ADJUSTED FOR CONSTRUCTABILITY ISSUES, HOWEVER, IF REQUIRED, THE CONTRACTOR SHALL SUBMIT ANY CHANGES TO THE CONCRETE SPECIFICATION FOR REVIEW BY THE ENGINEER.
6. WHEN THE DESIGN DEPTH OF A FOUNDATION CANNOT BE OBTAINED DUE TO UNFORESEEN FIELD CONDITIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR THE MANUFACTURER TO OBTAIN A REVISED FOUNDATION DESIGN. SUCH A REVISION SHALL BE SUBMITTED TO THE STRUCTURES ENGINEER AND MAY REQUIRE UP TO A 4 WEEK REVIEW PERIOD BY VTRANS.
- C. SIGNALS/SIGNS SHALL BE INSTALLED AND LEVELED AND POLES SHALL BE PLUMB PRIOR TO PLACING GROUT UNDER POLE BASE. GROUT MATERIAL SHALL BE NON-SHRINKING MORTAR CONFORMING TO SUBSECTION 707.03.
10. EACH OVERHEAD TRAFFIC SIGNAL/SIGN SUPPORT SHALL BE GROUNDED. THE GROUND SHALL CONSIST OF:
 - A. AN INTERNAL GROUND LUG OPPOSITE THE HAND HOLE.
 - B. A #6 AWG (MIN.) SOFT DRAWN COPPER GROUNDING ELECTRODE CONDUCTOR.
 - C. A 5/8 IN. X 8 FT (MIN) COPPER CLAD GROUNDING ELECTRODE. THE RESISTANCE TO GROUND SHALL BE 25 OHMS OR LESS. ADDITIONAL GROUNDING ELECTRODES MAY BE REQUIRED (MINIMUM SPACING SHALL BE 6 FT).

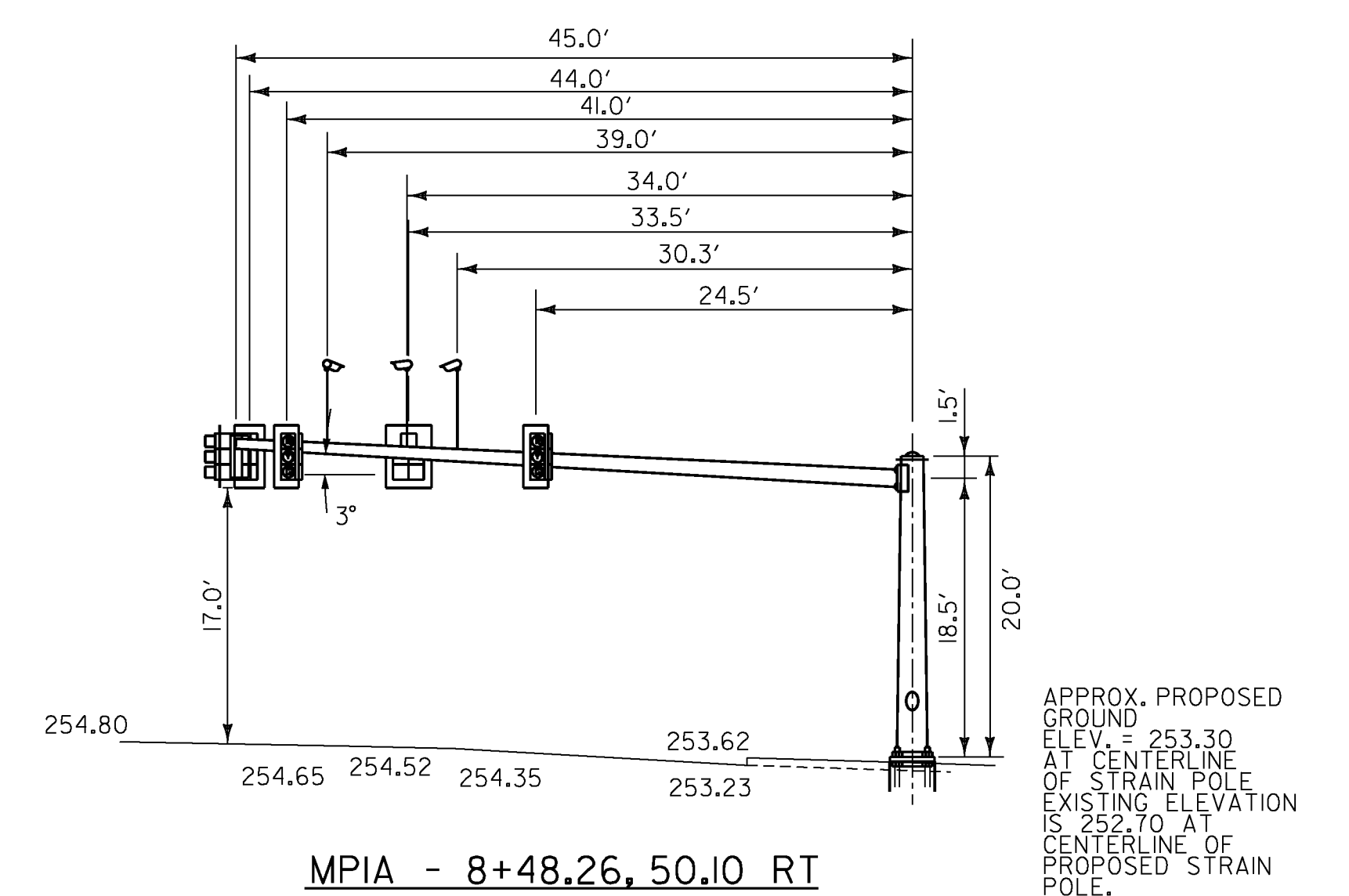
WHEN A POWER SERVICE, METER AND DISCONNECT ARE ATTACHED TO A POLE, THERE SHALL BE A CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE METER AND DISCONNECT WHICH MAY RUN INTERNAL TO THE UPRIGHT, THROUGH THE 1/2 IN. FLEXIBLE TUBING IN THE CONCRETE BASE TO THE REQUIRED GROUNDING ELECTRODE(S). THE GROUNDING ELECTRODE CONDUCTOR FROM THE POLE GROUNDING LUG, CONTROLLER CABINET AND/OR LUMINAIRE MAY ATTACH TO THIS CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT. THE CONTRACTOR SHALL PERFORM A RESISTANCE TO GROUND TEST ON THE CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT AND PROVIDE A WRITTEN STATEMENT TO THE AREA ELECTRICAL INSPECTOR THAT THE GROUNDING ELECTRODE CONDUCTOR IS CONTINUOUS FROM THE SERVICE METER AND DISCONNECT AND THE RESISTANCE TO GROUND IS 25 OHMS OR LESS.
11. HORIZONTAL MEMBERS SHALL BE CAMBERED AND THE VERTICAL POLES BACK RAKED (WHERE APPLICABLE) TO THE ANTICIPATED DEAD LOAD DEFLECTION PLUS THE CAMBER, IF ANY, SPECIFIED ON THE PLANS.
12. AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.
13. THE DETAILS OF DESIGN FOR THE STRUCTURE AND FOUNDATION ARE TO BE SUPPLIED BY THE CONTRACTOR AND/OR BY THE MANUFACTURER. THE STRUCTURE SHALL BE DESIGNED TO RESIST THE MAXIMUM LOADING AS OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2). ALL DESIGN CALCULATIONS FOR THE STRUCTURE AND THE FOUNDATION SHALL BE CHECKED AND STAMPED BY AN ENGINEER REGISTERED IN THE STATE OF VERMONT PRIOR TO SUBMITTAL OF THE FABRICATION DRAWINGS TO THE VERMONT AGENCY OF TRANSPORTATION.
14. THE CONTRACTOR SHALL SUBMIT THREE(3) COPIES OF THE DESIGN CALCULATIONS TO THE VERMONT AGENCY OF TRANSPORTATION, PROJECT MANAGER, SHOWING THE FOLLOWING INFORMATION FOR EACH OF THE VERTICAL AND HORIZONTAL COMPONENTS OF THE STRUCTURE AND FOUNDATION:
 - A. THE DESIGN AXIAL AND SHEAR FORCES AND BENDING AND TORSIONAL MOMENTS ACTING AT THE TOP OF THE FOUNDATION.
 - B. THE DESIGN AXIAL, BENDING AND SHEAR STRESSES AND THE COMBINED STRESS RATIO.
 - C. THE ALLOWABLE AXIAL, BENDING, AND SHEAR STRESSES.
 - D. ITEMS A, B, D SHALL BE SHOWN FOR EACH OF THE GROUP LOADINGS (I, II, III) AND FOR THE BASIC WIND LOAD APPLIED TO THE TWO CASES OUTLINED IN THE AASHTO STANDARD SPECIFICATIONS (SEE NOTE 2) SECTION 1.2.5 (D) (4).
 - E. FAILURE TO SUPPLY THE PROPER DESIGN INFORMATION SHALL BE CAUSE FOR REJECTION OF THE STRUCTURE.
 - F. A MINIMUM OF FOUR (4) WEEKS SHALL BE REQUIRED FOR REVIEW BY THE VERMONT AGENCY OF TRANSPORTATION.
 - G. EVERY MEMBER AND CONNECTION IN AN OVERHEAD TRAFFIC SIGN SUPPORT SHALL HAVE A MAXIMUM DESIGN RATIO OF 85% TO PROVIDE RESIDUAL CAPACITY FOR FUTURE MODIFICATIONS TO SIGN SIZE OR CONFIGURATIONS.
 - H. SEE SPECIAL PROVISIONS FOR THE MATERIAL AND RESEARCH ENGINEERING INSTRUCTIONS, MREI 10-01.
15. FABRICATION DRAWINGS (6 COPIES OF EACH) SHALL BE SUBMITTED TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION, PROJECT MANAGER FOR APPROVAL PRIOR TO FABRICATION. THE FABRICATION DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
 - A. DETAILED DRAWING OF EACH COMPONENT OF THE STRUCTURE.
 - B. MATERIAL SPECIFICATION FOR EACH COMPONENT OF THE STRUCTURE, EITHER BY COMPLETE SPECIFICATION OR REFERENCE TO APPLICABLE ASTM STANDARDS.
 - C. NOTATION OF PROJECT NAME, PROJECT NUMBER, ROUTE NUMBER, AND STRUCTURE STATIONING (TO BE INCLUDED ON EACH SHEET).
 - D. DETAILS FOR LOCATION OF SIGNS/SIGNALS AND ATTACHMENT HARDWARE FOR THE SUPPORT STRUCTURE.
 - E. ALL ELEVATIONS AND DIMENSIONS NECESSARY TO PROVIDE A COMPLETE SET OF RECORD PLANS.
 - F. DEAD LOAD DEFLECTION AND CAMBER INFORMATION.
 - G. WELDING DETAILS AND PROCEDURES ARE REQUIRED FOR ALL WELDS. PROCEDURES SHALL BE SUBMITTED FOR APPROVAL WITH REFERENCE TO EACH WELD IDENTIFIED ON THE FABRICATION DRAWINGS. (SEE SUBSECTION 506.10).

16. THE TRAFFIC SIGNALS SHALL BE MOUNTED TO THE ARM OR POLE USING A FIXED MOUNT SYSTEM, UNLESS OTHERWISE NOTED ON THE CROSS SECTION SHEET. FOR SIGNALS MOUNTED ON A MAST ARM, THE MAST ARM AND MOUNTING POINT SHALL BE IN THE MIDDLE OF THE SIGNAL HEAD.
17. BASE PLATES SHALL BE STAMPED WITH THE VERTICAL POLE DIAMETER, HEIGHT, YIELD STRENGTH, GAUGE AND THE HORIZONTAL MEMBER DIAMETER, LENGTH, YIELD STRENGTH, GAUGE, ALTERNATELY. THE INFORMATION MAY BE STAMPED ON A METAL TAG RIVETED TO THE POLE NEAR THE HAND HOLE.
18. SEE STANDARD E-171A FOR ADDITIONAL NOTES.
19. THE MAST ARMS, MAST ARM SHAFTS AND PEDESTALS ARE TO BE PAINTED BLACK. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

VT ROUTES 119 AND 142 @ US 5 (MAIN STREET)



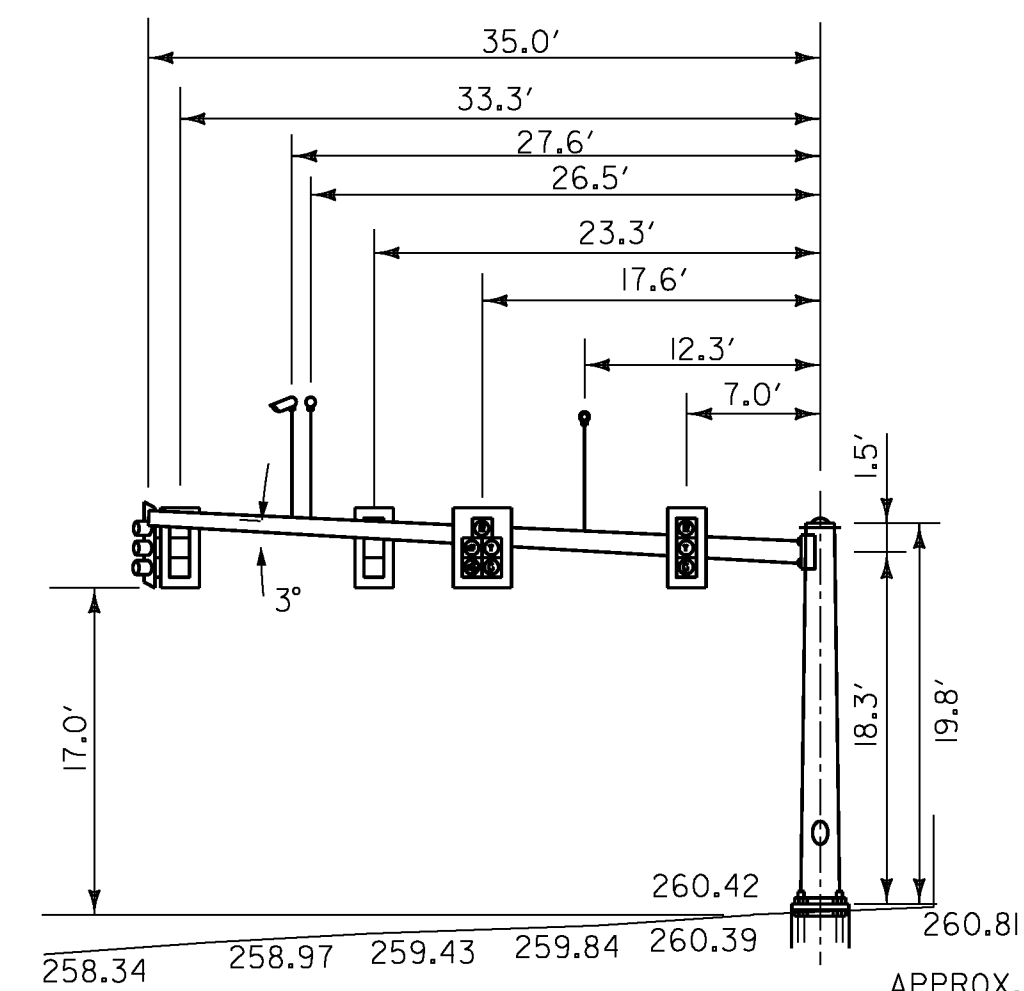
VT ROUTES 119 AND 142 @ US 5 (MAIN STREET)



NOTE : SEE SHEET 154 FOR ADDITIONAL INFORMATION

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044tr fbdr.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET	7
PLOT DATE:	4/8/2010
DRAWN BY:	V. KACOYANNAKIS
CHECKED BY:	J. SOBEL
SHEET	156 OF 163

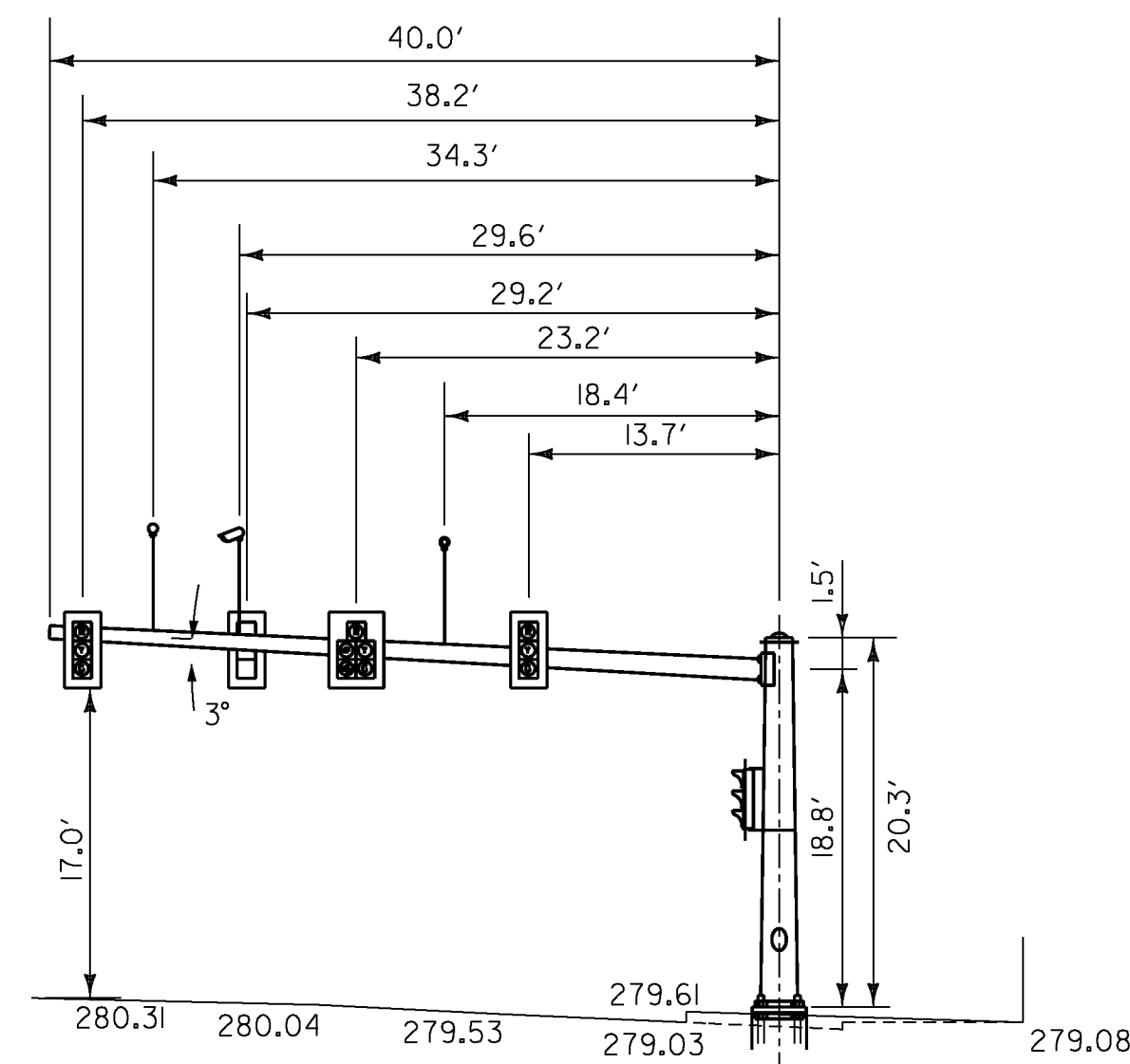
FLAT STREET @ US 5 (MAIN STREET)



APPROX. PROPOSED GROUND ELEV. = 260.57 AT CENTERLINE OF STRAIN POLE EXISTING ELEVATION IS 259.99 AT CENTERLINE OF PROPOSED STRAIN POLE.

MP2A - 11+12.37, 23.95 RT

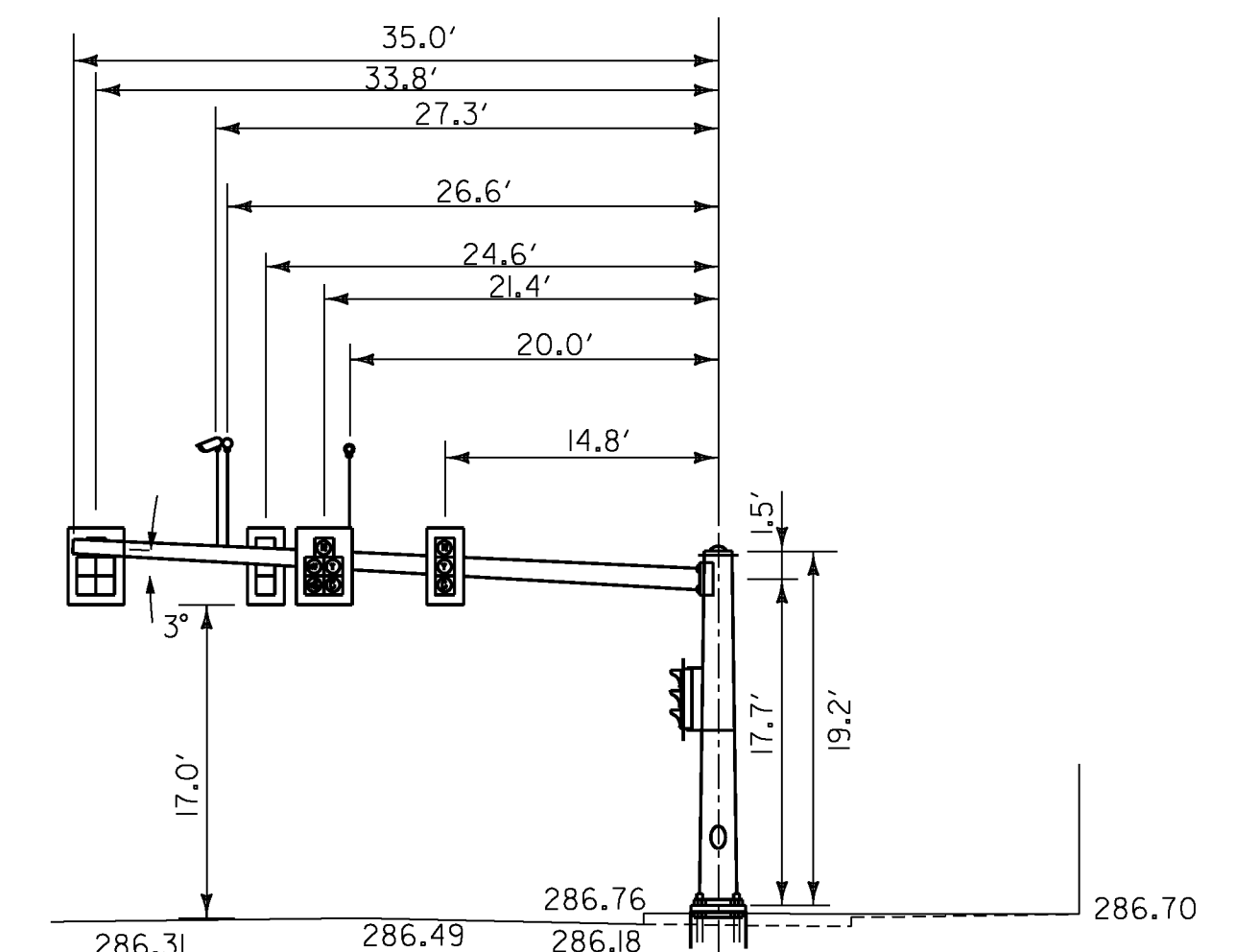
ELLIOT STREET @ US 5 (MAIN STREET)



APPROX. PROPOSED GROUND ELEV. = 279.54 AT CENTERLINE OF STRAIN POLE EXISTING ELEVATION IS 278.89 AT CENTERLINE OF PROPOSED STRAIN POLE.

MP3A - 13+60.62, 25.92 RT

VT ROUTE 9 (HIGH STREET) @ US 5 (MAIN STREET)



APPROX. PROPOSED GROUND ELEV. = 286.86 AT CENTERLINE OF STRAIN POLE EXISTING ELEVATION IS 286.24 AT CENTERLINE OF PROPOSED STRAIN POLE.

MP4A - 17+93.02, 20.30 RT

NOTE : SEE SHEET 154 FOR ADDITIONAL INFORMATION

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS CHECKED BY: J. SOBEL
TRAFFIC SIGNAL SHEET 8 SHEET 157 OF 163

US 5 (MAIN STREET) @ ELLIOT STREET

US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)

CONTROLLER TIMING CHART									
LOCAL PROGRAMMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		15		9	8	15	9		-
EXTENSION		2.0		2.0	2.0	2.0	2.0		
YELLOW CLEARANCE		4.0		4.0	4.0	4.0	4.0		-
ALL RED CLEARANCE		2.0		2.0	2.0	2.0	2.0		-
MAX. GREEN I-100 SEC 0600 - 0900		53		16	8	41	16		-
MAX. GREEN III-115 SEC 1500 TO 1800		62		22	8	50	22		-
MAX. GREEN II-105 SEC 0900 - 1500		56		18	8	44	18		-
WALK		-		-	-	-	-		5
FLASHING DON'T WALK		-		-	-	-	-		14
RECALL		MAX		N/L	N/L	MAX			LOCK

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	14	14	14	14
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	5+2	5+2	6	4+7
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

CONTROLLER TIMING CHART									
LOCAL PROGRAMMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN	15	15		9	8	15	9		-
EXTENSION	2.0	2.0		2.0	2.0	2.0	2.0		
YELLOW CLEARANCE	4.0	4.0		4.0	4.0	4.0	4.0		-
ALL RED CLEARANCE	2.0	2.0		2.0	2.0	2.0	2.0		-
MAX. GREEN I-100 SEC 0600 - 0900	38	50		17	8	38	17		-
MAX. GREEN III-115 SEC 1500 TO 1800	53	65		15	8	53	15		-
MAX. GREEN II-105 SEC 0900 - 1500	43	55		17	8	43	17		-
WALK	-	-		-	-	-	-		5
FLASHING DON'T WALK	-	-		-	-	-	-		16
RECALL		MAX		N/L	N/L	MAX			LOCK

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	16	16	16	16
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	5+2	5+2	6	4+7
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES									OFFSETS		
		1	2	3	4	5	6	7	9	SEC	%		
1-1	100		59		22	14	45	22	19	0	0		
2-1	115		68		28	14	54	28	19	0	0		
3-1	105		62		24	14	48	24	19	0	0		
4-1													
1-1		WEEKDAYS - 0600 - 0900											
2-1		WEEKDAYS - 1500 - 1800											
3-1		WEEKDAYS - 0900 TO 1500											
4-1		FUTURE											

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES									OFFSETS		
		1	2	3	4	5	6	7	9	SEC	%		
1-1	100	42	54		23	14	42	23	21	86	86		
2-1	115	57	69		21	14	57	21	21	108	94		
3-1	105	47	59		23	14	47	23	21	0	0		
4-1													
1-1		WEEKDAYS - 0600 - 0900											
2-1		WEEKDAYS - 1500 - 1800											
3-1		WEEKDAYS - 0900 TO 1500											
4-1		FUTURE											

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE														FLASHING OPERATION				
FACE	ø2 + ø6				ø5 + ø2				ø4 + ø7				ø9					
	R/W	CLEAR TO			R/W	CLEAR TO			R/W	CLEAR TO			R/W		CLEAR TO			
		ø5 + ø2	ALL OTHER PHASES			ø4	ALL OTHER PHASES			ALL OTHER PHASES	ALL OTHER PHASES							
1	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	FR	
2	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	FR	
4	R	R	R	R	R	R/G	R/Y	R	R	R	R/G	R/Y	R	R	R	R	FR	
5	G	Y	R	Y	R	R/G	R/Y	G	Y	R	R	R	R	R	R	R	FR	
6	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	FR	
7	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	FR	
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

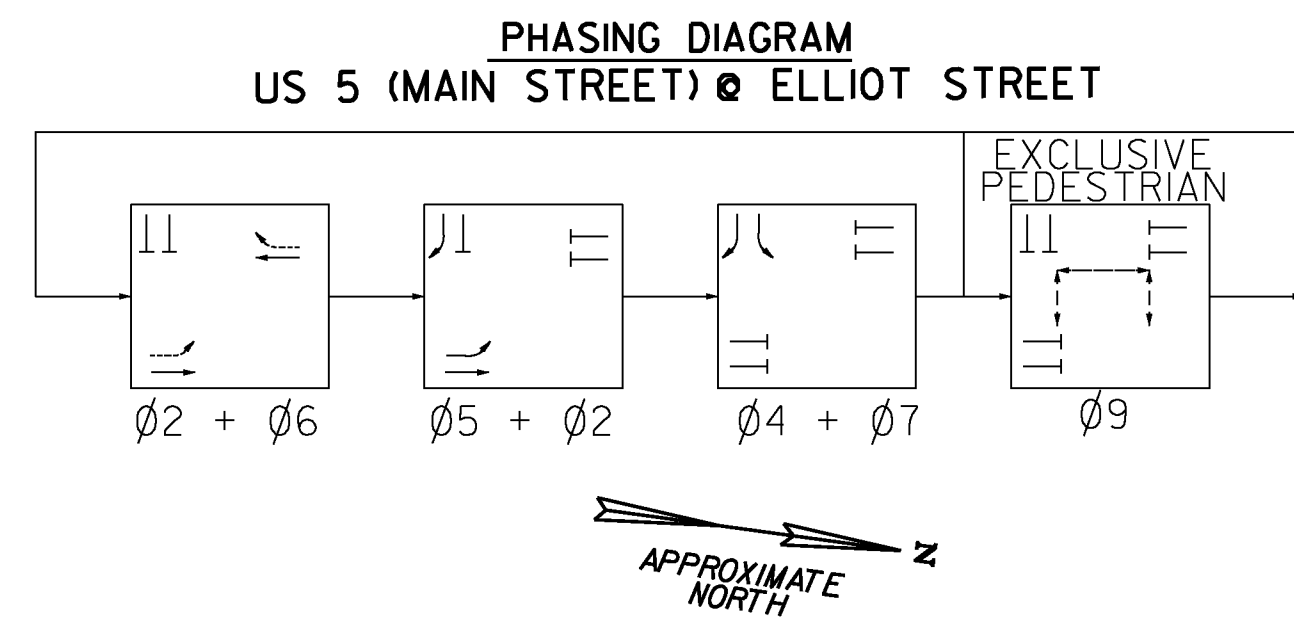
NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

TABLE OF CHANGE SEQUENCE														FLASHING OPERATION				
FACE	ø1 + ø2 + ø6				ø5 + ø2				ø4 + ø7				ø9					
	R/W	CLEAR TO			R/W	CLEAR TO			R/W	CLEAR TO			R/W		CLEAR TO			
		ø5 + ø2	ALL OTHER PHASES			ø4	ALL OTHER PHASES			ALL OTHER PHASES	ALL OTHER PHASES							
1	G	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	FR	
2	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	FR	
4	R	R	R	R	R	R/G	R/Y	R	R	R	R/G	R/Y	R	R	R	R	FR	
5	G	Y	R	Y	R	R/G	R/Y	G	Y	R	R	R	R	R	R	R	FR	
6	R/G	R/Y	R/G	R/Y	R	R	R	R	R	R	R/G	R/Y	R/G	R	R	R	FR	
7	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	FR	
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

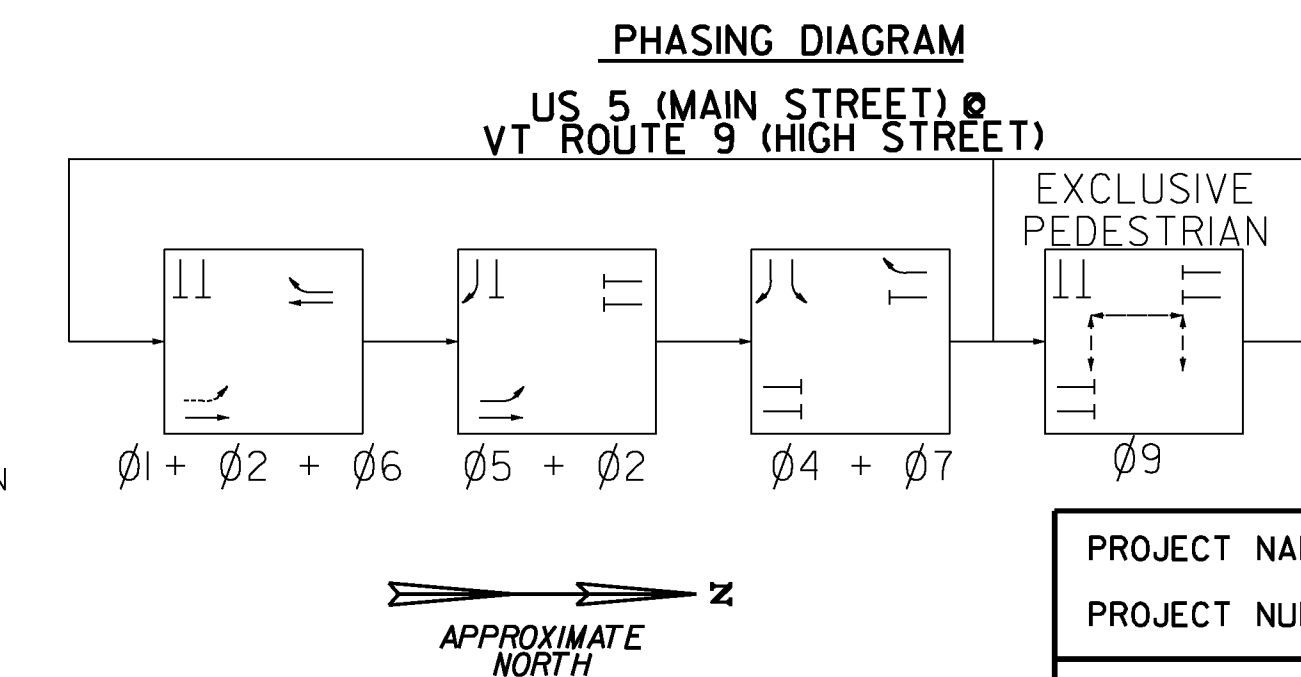
R.R. PRE-EMPTION	
0*	START OF TRAFFIC SIGNAL PRE-EMPTION
44*	START OF R.R. FLASHING LIGHTS & BELL
47*	R.R. GATES START TO DROP
59*	R.R. GATES HORIZONTAL
64*	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING



R.R. PRE-EMPTION	
0*	START OF TRAFFIC SIGNAL PRE-EMPTION
44*	START OF R.R. FLASHING LIGHTS & BELL
47*	R.R. GATES START TO DROP
59*	R.R. GATES HORIZONTAL
64*	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING



PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044tr fbdn.dgn PLOT DATE: 4/8/2010
PROJECT LEADER: KEN UPMAL DRAWN BY: V. KACOYANNAKIS
DESIGNED BY: V. KACOYANNAKIS CHECKED BY: J. SOBEL
TRAFFIC SIGNAL SHEET 9 SHEET 158 OF 163

US 5 (MAIN STREET) @ VT ROUTES 119 AND 142

US 5 (MAIN STREET) @ FLAT STREET

PRE-EMPTION SETTINGS

LOCAL PROGRAMMING	PHASE							
	2	3	4	6	8	9	14	
MINIMUM GREEN	9	9	15	9	15	-	9	
EXTENSION	2.0	2.0	2.0	2.0	2.0	-	2.0	
YELLOW CLEARANCE	4.0	3.0	4.0	4.0	4.0	-	4.0	
ALL RED CLEARANCE	3.0	1.0	2.0	3.0	2.0	-	3.0	
MAX. GREEN II-100 SEC 0600 - 0900	17	9	15	17	15	-	9	
MAX. GREEN II-115 SEC 1500 - 1800	21	9	26	21	26	-	9	
MAX. GREEN IV-105 SEC 0900 TO 1500	18	10	18	18	18	-	9	
WALK	-	-	-	-	-	5	-	
FLASHING DON'T WALK	-	-	-	-	-	21	-	
RECALL	N/L	N/L	MAX	N/L	MAX	LOCK	N/L	

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	21	21	21	21
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	3.0	3.0	3.0	3.0
HOLD PHASE	5+2	4	8	14
EXIT PHASE	4+8	2+6	2+6	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		2	3	4	5	6	8	9	14	SEC	%
1-1	100	24	13	21		24	34	26	16	3	3
2-1	115	28	13	32		28	45	26	16	18	16
3-1	105	25	14	24		25	38	26	16	19	18
4-1											
1-1		WEEKDAYS - 0600 - 0900									
2-1		WEEKDAYS - 1500 - 1800									
3-1		WEEKDAYS - 0900 TO 1500									
4-1		ALL OTHER TIMES									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

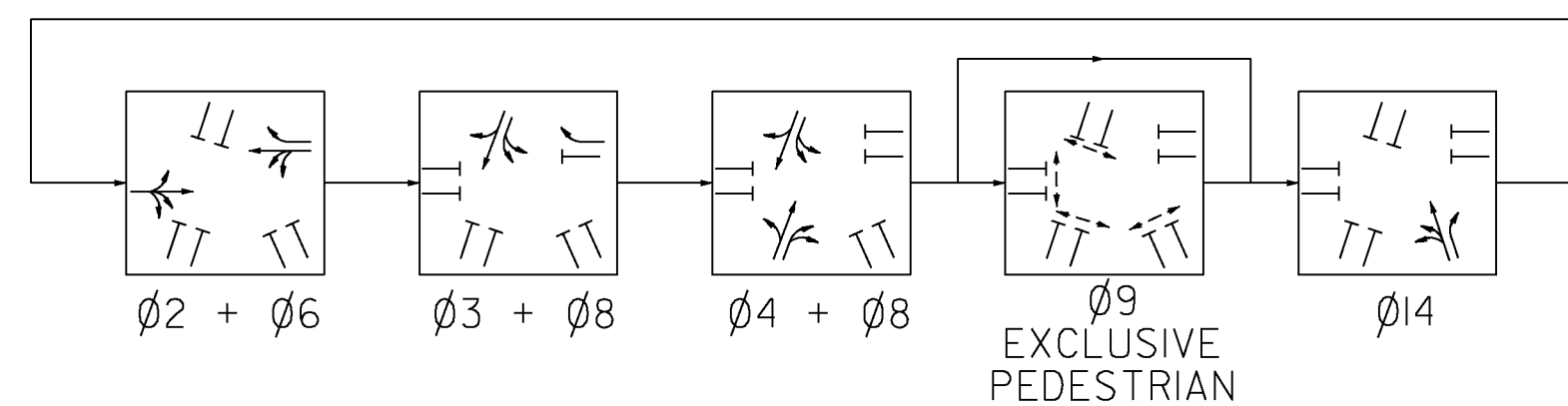
TABLE OF CHANGE SEQUENCE

FACE	ø2 + ø6		ø3 + ø8				ø4 + ø8				ø9		ø14		FLASHING OPERATION			
	R/W	CLEAR TO		R/W	CLEAR TO		R/W	CLEAR TO		R/W	CLEAR TO		R/W	CLEAR TO				
		ø3 + ø8	ALL OTHER PHASES		ø4 + ø8	ALL OTHER PHASES		ø9	ALL OTHER PHASES		ø2 + ø6	ALL OTHER PHASES						
2	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
3	R	R	R	R	R	G	Y	R	G	Y	R	Y	R	R	R	R	R	FR
4	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	FR
5	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
6	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
8	R	R	R	R	R	G	G	G	Y	R	G	Y	R	R	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	DW	B
14	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	FR

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

PHASING DIAGRAM

US 5 (MAIN STREET) @ VT ROUTES 119 AND 142 AND BROOKSIDE PLAZA DRIVEWAY



R.R. PRE-EMPTION	
0'	START OF TRAFFIC SIGNAL PRE-EMPTION
44'	START OF R.R. FLASHING LIGHTS & BELL
47'	R.R. GATES START TO DROP
59'	R.R. GATES HORIZONTAL
64'	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

CONTROLLER TIMING CHART

LOCAL PROGRAMMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		15		9	8	15			-
EXTENSION		2.0		2.0	2.0	2.0			
YELLOW CLEARANCE		4.0		4.0	3.0	4.0			-
ALL RED CLEARANCE		2.0		2.0	1.0	2.0			-
MAX. GREEN I-100 SEC 0600 - 0900		62		9	8	50			-
MAX. GREEN III-115 SEC 1500 TO 1800		74		12	8	62			-
MAX. GREEN II-105 SEC 0900 - 1500		64		12	8	52			-
WALK		-		-	-	-			5
FLASHING DON'T WALK		-		-	-	-			12
RECALL		MAX		N/L	N/L	MAX			LOCK

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 3
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	12	12	12	12
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	6	5+2	6	4
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES							OFFSETS		
		1	2	3	4	5	6	7	9	SEC	%
1-1	100		68		15	12	56		17	89	89
2-1	115		80		18	12	68		17	99	86
3-1	105		70		18	12	58		17	103	98
4-1											
1-1		WEEKDAYS - 0600 - 0900									
2-1		WEEKDAYS - 1500 - 1800									
3-1		WEEKDAYS - 0900 TO 1500									
4-1		FUTURE									

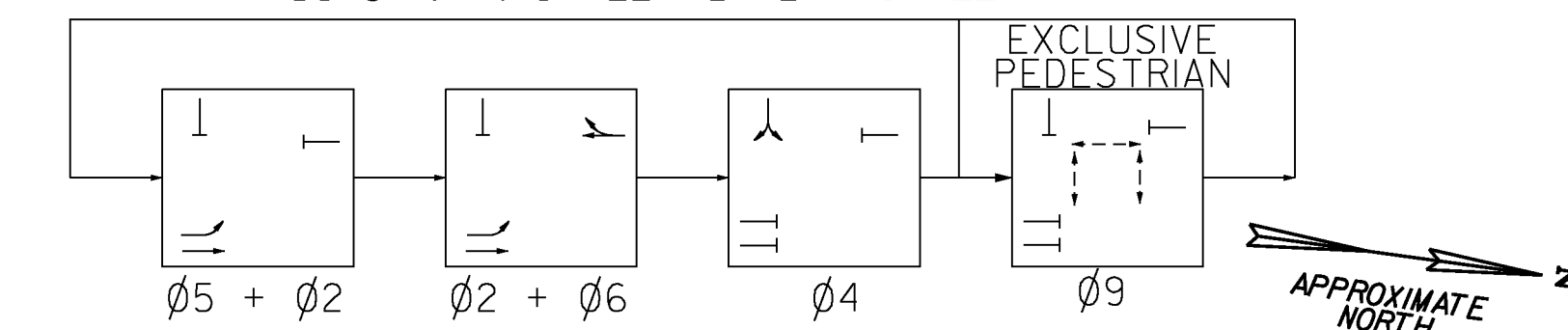
FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE

FACE	ø5 + ø2				ø2 + ø6				ø4				ø9		FLASHING OPERATION			
	R/W	CLEAR TO		R/W	CLEAR TO		R/W	CLEAR TO		R/W	CLEAR TO		R/W	CLEAR TO				
		ø2 + ø6	ALL OTHER PHASES		ø4	ALL OTHER PHASES		ALL OTHER PHASES	ALL OTHER PHASES		ALL OTHER PHASES							
2	G	G	Y	R	G	Y	R	Y	R	R	R	R	R	R	R	R	FR	
4	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	FR	
5	G	G	G	Y	R	G	Y	R	Y	R	R	R	R	R	R	R	FR	
6	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	R	FR	
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

PHASING DIAGRAM
US 5 (MAIN STREET) @ FLAT STREET



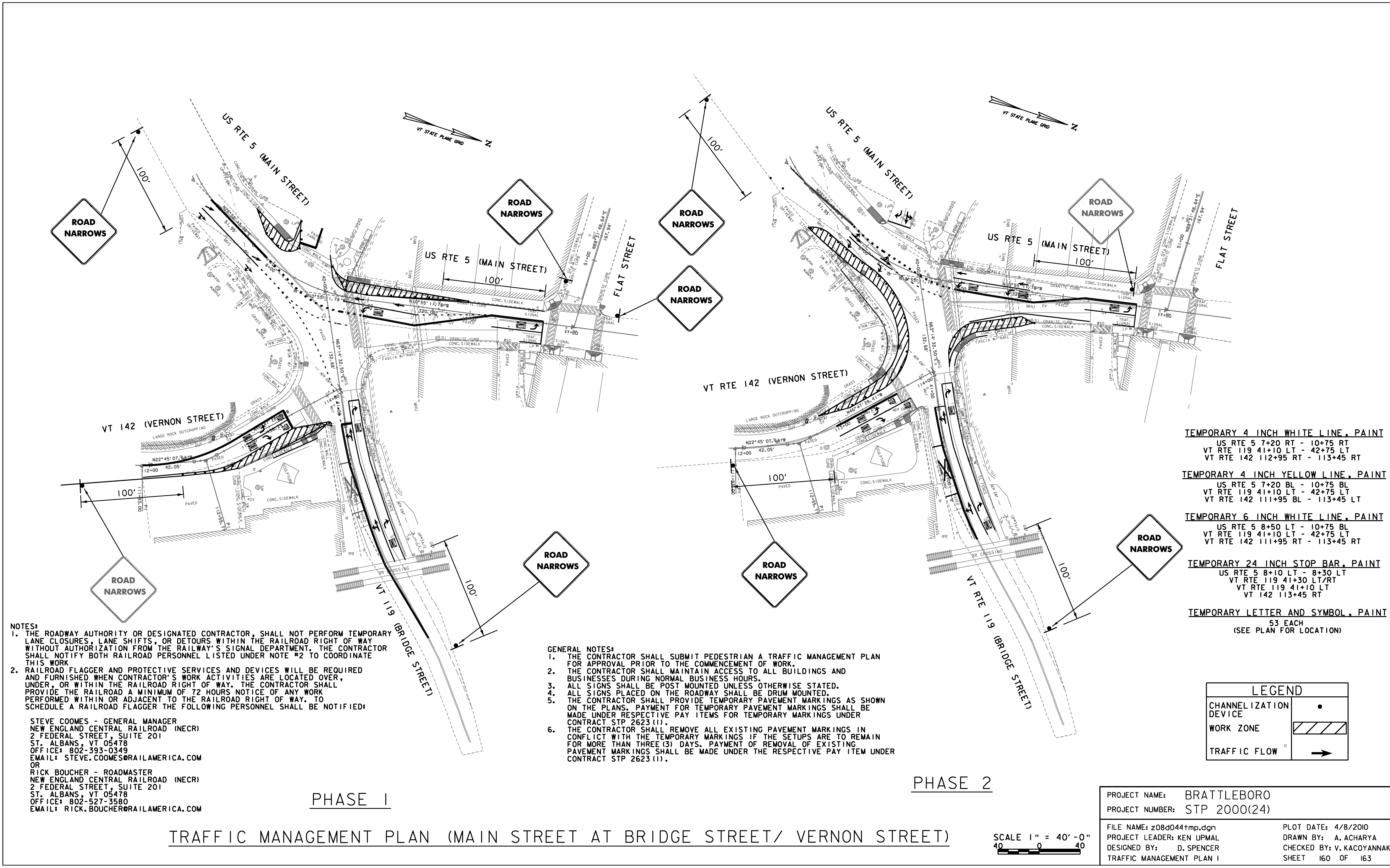
R.R. PRE-EMPTION	
0'	START OF TRAFFIC SIGNAL PRE-EMPTION
44'	START OF R.R. FLASHING LIGHTS & BELL
47'	R.R. GATES START TO DROP
59'	R.R. GATES HORIZONTAL
64'	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044tr fbdn.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 10

PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 159 OF 163



- NOTES:**
1. THE ROADWAY AUTHORITY OR DESIGNATED CONTRACTOR, SHALL NOT PERFORM TEMPORARY LANE CLOSURES, LANE SHIFTS, OR DETOURS WITHIN THE RAILROAD RIGHT OF WAY WITHOUT AUTHORIZATION FROM THE RAILWAY'S SIGNAL DEPARTMENT. THE CONTRACTOR SHALL NOTIFY BOTH RAILROAD PERSONNEL LISTED UNDER NOTE #2 TO COORDINATE THIS WORK.
 2. RAILROAD FLAGGER AND PROTECTIVE SERVICES AND DEVICES WILL BE REQUIRED AND FURNISHED WHEN CONTRACTOR'S WORK ACTIVITIES ARE LOCATED OVER, UNDER, OR WITHIN THE RAILROAD RIGHT OF WAY. THE CONTRACTOR SHALL PROVIDE THE RAILROAD A MINIMUM OF 72 HOURS NOTICE OF ANY WORK PERFORMED WITHIN OR ADJACENT TO THE RAILROAD RIGHT OF WAY. TO SCHEDULE A RAILROAD FLAGGER THE FOLLOWING PERSONNEL SHALL BE NOTIFIED:

STEVE COOMES - GENERAL MANAGER
 NEW ENGLAND CENTRAL RAILROAD (NECR)
 2 FEDERAL STREET, SUITE 201
 ST. ALBANS, VT 05478
 OFFICE: 802-393-0349
 EMAIL: STEVE.COOMES@RAILAMERICA.COM
 OR
 RICK BOUCHER - ROADMASTER
 NEW ENGLAND CENTRAL RAILROAD (NECR)
 2 FEDERAL STREET, SUITE 201
 ST. ALBANS, VT 05478
 OFFICE: 802-527-3580
 EMAIL: RICK.BOUCHER@RAILAMERICA.COM

- GENERAL NOTES:**
1. THE CONTRACTOR SHALL SUBMIT PEDESTRIAN A TRAFFIC MANAGEMENT PLAN FOR APPROVAL PRIOR TO THE COMMENCEMENT OF WORK.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUILDINGS AND BUSINESSES DURING NORMAL BUSINESS HOURS.
 3. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE STATED.
 4. ALL SIGNS PLACED ON THE ROADWAY SHALL BE DRUM MOUNTED.
 5. THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON THE PLANS. PAYMENT FOR TEMPORARY PAVEMENT MARKINGS SHALL BE MADE UNDER RESPECTIVE PAY ITEMS FOR TEMPORARY MARKINGS UNDER CONTRACT STP 2623 (1).
 6. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE TEMPORARY MARKINGS IF THE SETUPS ARE TO REMAIN FOR MORE THAN THREE (3) DAYS. PAYMENT OF REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE MADE UNDER THE RESPECTIVE PAY ITEM UNDER CONTRACT STP 2623 (1).

- TEMPORARY 4 INCH WHITE LINE, PAINT**
 US RTE 5 7+20 RT - 10+75 RT
 VT RTE 119 41+10 LT - 42+75 LT
 VT RTE 142 112+95 RT - 113+45 RT
- TEMPORARY 4 INCH YELLOW LINE, PAINT**
 US RTE 5 7+20 BL - 10+75 BL
 VT RTE 119 41+10 LT - 42+75 LT
 VT RTE 142 111+95 BL - 113+45 LT
- TEMPORARY 6 INCH WHITE LINE, PAINT**
 US RTE 5 8+50 LT - 10+75 BL
 VT RTE 119 41+10 LT - 42+75 LT
 VT RTE 142 111+95 RT - 113+45 RT
- TEMPORARY 24 INCH STOP BAR, PAINT**
 US RTE 5 8+10 LT - 8+30 LT
 VT RTE 119 41+30 LT/RT
 VT RTE 119 41+10 LT
 VT 142 113+45 RT
- TEMPORARY LETTER AND SYMBOL, PAINT**
 53 EACH
 (SEE PLAN FOR LOCATION)

LEGEND	
CHANNELIZATION DEVICE	•
WORK ZONE	▨
TRAFFIC FLOW	→

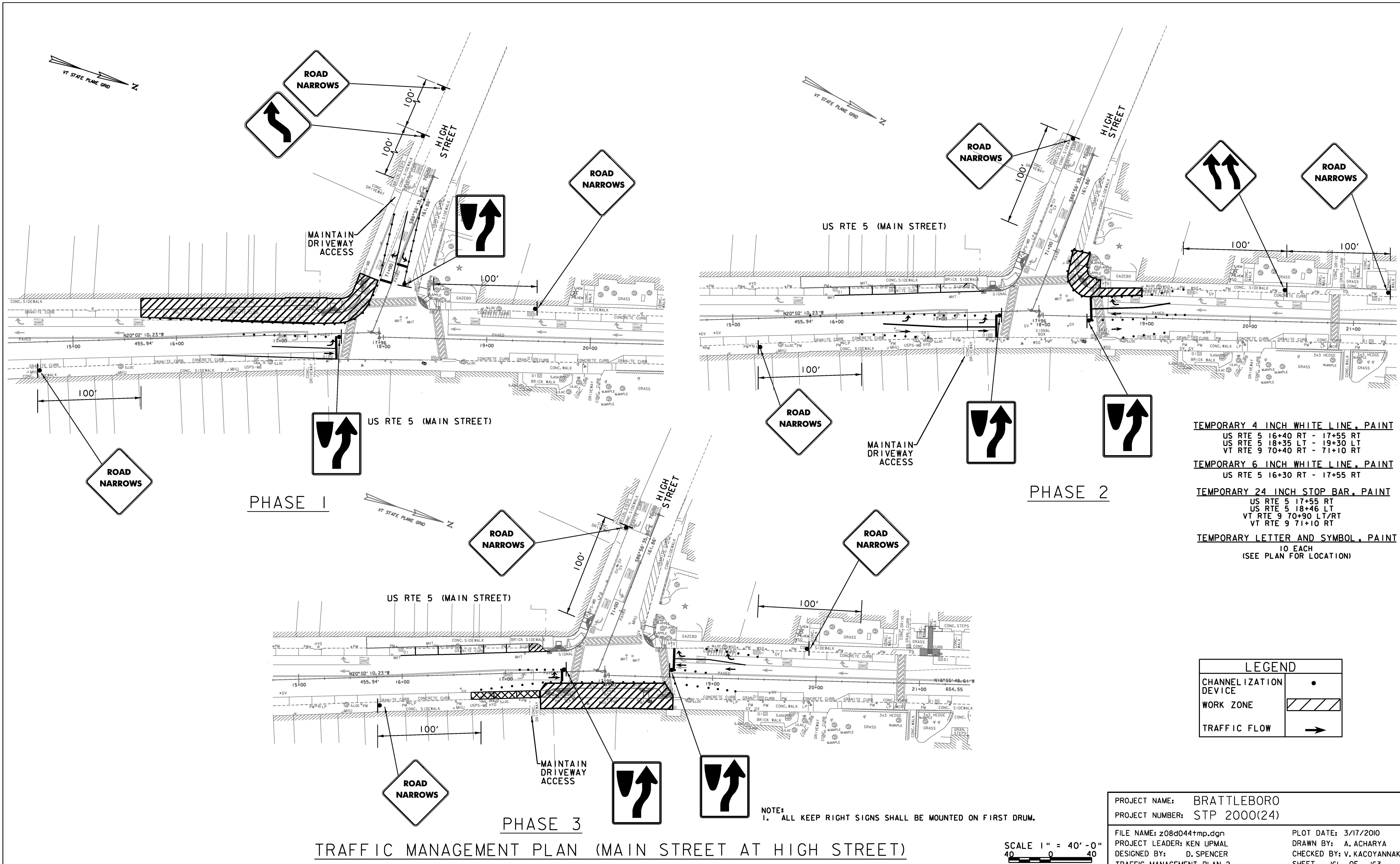
PHASE 1

PHASE 2

TRAFFIC MANAGEMENT PLAN (MAIN STREET AT BRIDGE STREET/ VERNON STREET)

SCALE 1" = 40' - 0"
 40 0 40

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2000(24)
FILE NAME:	z08d044+mp.dgn
PROJECT LEADER:	KEN UPMAL
DESIGNED BY:	D. SPENCER
TRAFFIC MANAGEMENT PLAN I	
PLOT DATE:	4/8/2010
DRAWN BY:	A. ACHARYA
CHECKED BY:	V. KACOYANNAKIS
SHEET	160 OF 163



- TEMPORARY 4 INCH WHITE LINE, PAINT
 US RTE 5 16+40 RT - 17+55 RT
 US RTE 5 18+35 LT - 19+30 LT
 VT RTE 9 70+40 RT - 71+10 RT
- TEMPORARY 6 INCH WHITE LINE, PAINT
 US RTE 5 16+30 RT - 17+55 RT
- TEMPORARY 24 INCH STOP BAR, PAINT
 US RTE 5 17+55 RT
 US RTE 5 18+46 LT
 VT RTE 9 70+90 LT/RT
 VT RTE 9 71+10 RT
- TEMPORARY LETTER AND SYMBOL, PAINT
 10 EACH
 (SEE PLAN FOR LOCATION)

LEGEND	
CHANNELIZATION DEVICE	•
WORK ZONE	
TRAFFIC FLOW	

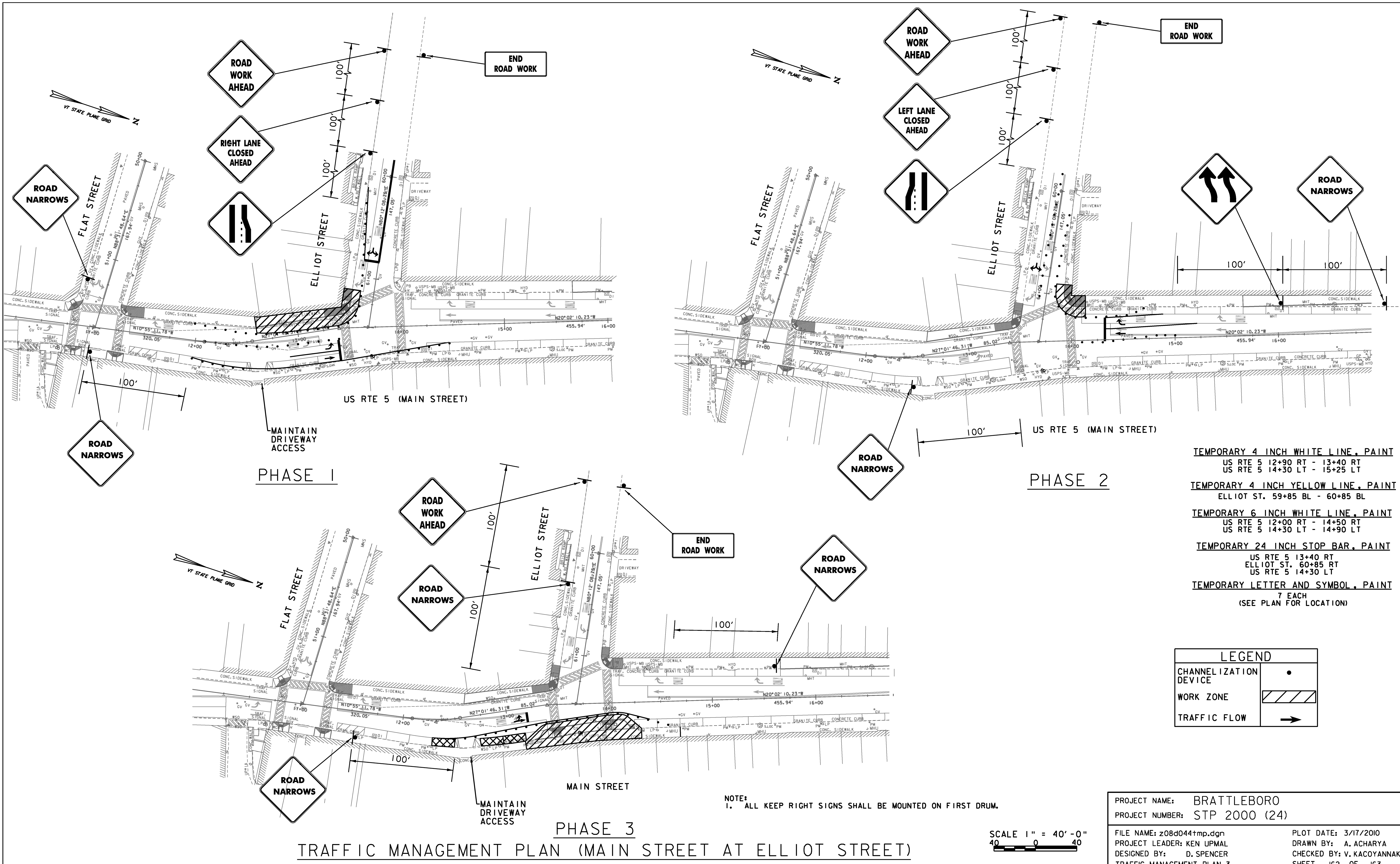
PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000(24)
 FILE NAME: z08d044+mp.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: D. SPENCER
 TRAFFIC MANAGEMENT PLAN 2

PLOT DATE: 3/17/2010
 DRAWN BY: A. ACHARYA
 CHECKED BY: V. KACOYANNAKIS
 SHEET 161 OF 163

NOTE:
 1. ALL KEEP RIGHT SIGNS SHALL BE MOUNTED ON FIRST DRUM.

SCALE 1" = 40'-0"

TRAFFIC MANAGEMENT PLAN (MAIN STREET AT HIGH STREET)



- TEMPORARY 4 INCH WHITE LINE, PAINT**
 US RTE 5 12+90 RT - 13+40 RT
 US RTE 5 14+30 LT - 15+25 LT
- TEMPORARY 4 INCH YELLOW LINE, PAINT**
 ELLIOT ST. 59+85 BL - 60+85 BL
- TEMPORARY 6 INCH WHITE LINE, PAINT**
 US RTE 5 12+00 RT - 14+50 RT
 US RTE 5 14+30 LT - 14+90 LT
- TEMPORARY 24 INCH STOP BAR, PAINT**
 US RTE 5 13+40 RT
 ELLIOT ST. 60+85 RT
 US RTE 5 14+30 LT
- TEMPORARY LETTER AND SYMBOL, PAINT**
 7 EACH
 (SEE PLAN FOR LOCATION)

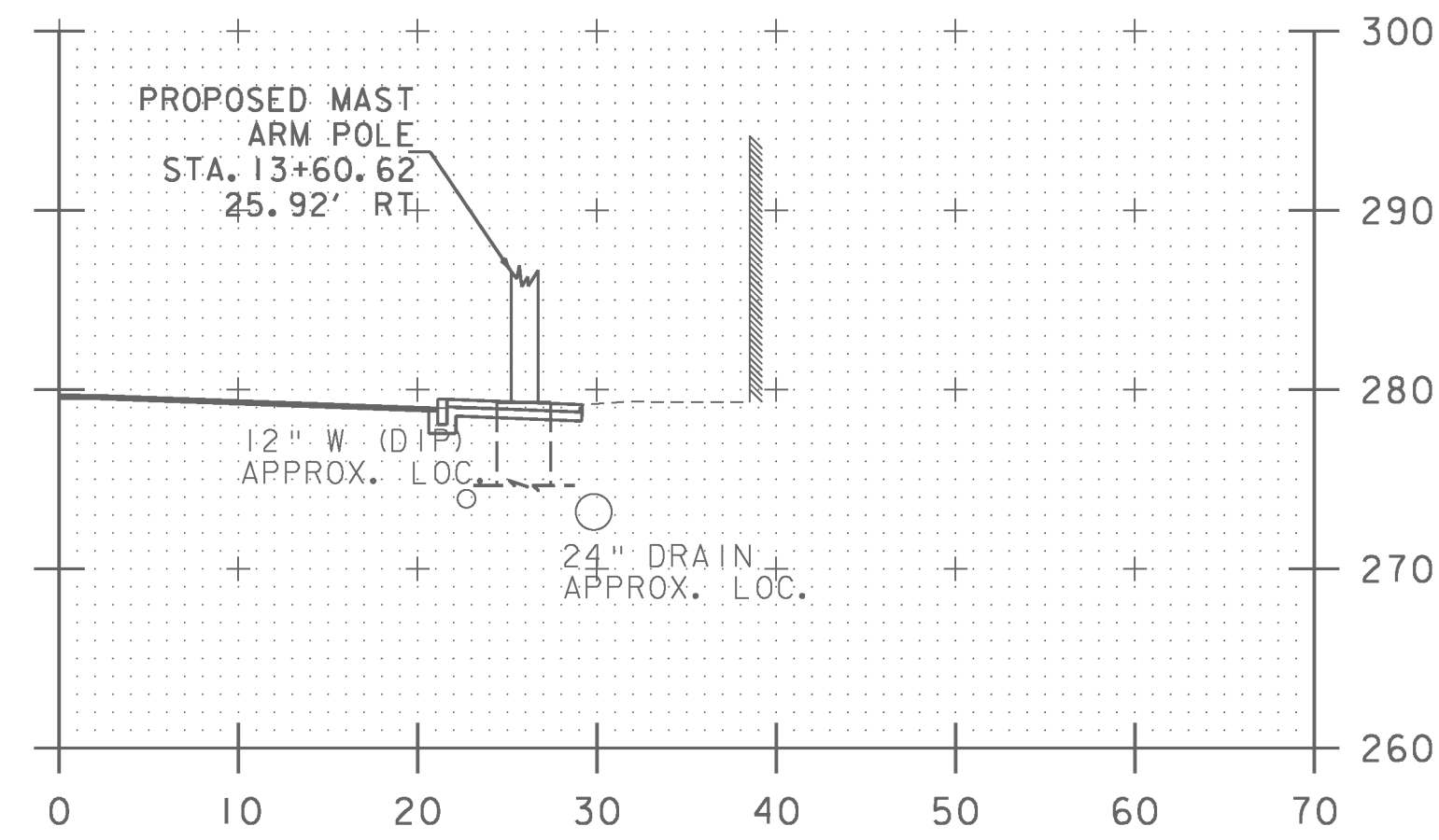
LEGEND	
CHANNELIZATION DEVICE	•
WORK ZONE	
TRAFFIC FLOW	

PROJECT NAME: BRATTLEBORO
 PROJECT NUMBER: STP 2000 (24)
 FILE NAME: z08d044+mp.dgn
 PROJECT LEADER: KEN UPMAL
 DESIGNED BY: D. SPENCER
 TRAFFIC MANAGEMENT PLAN 3

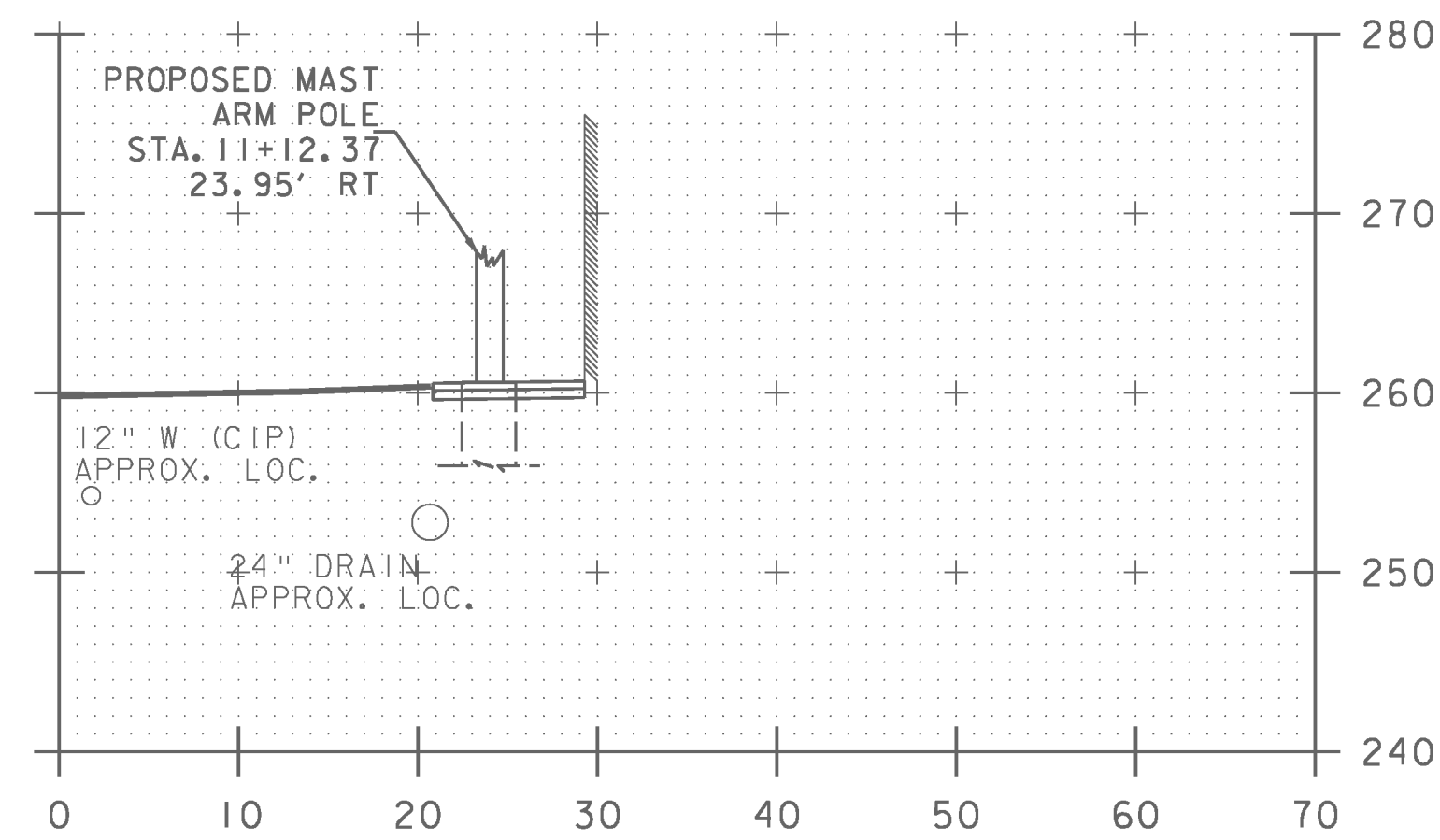
PLOT DATE: 3/17/2010
 DRAWN BY: A. ACHARYA
 CHECKED BY: V. KACOYANNAKIS
 SHEET 162 OF 163

NOTE:
 1. ALL KEEP RIGHT SIGNS SHALL BE MOUNTED ON FIRST DRUM.

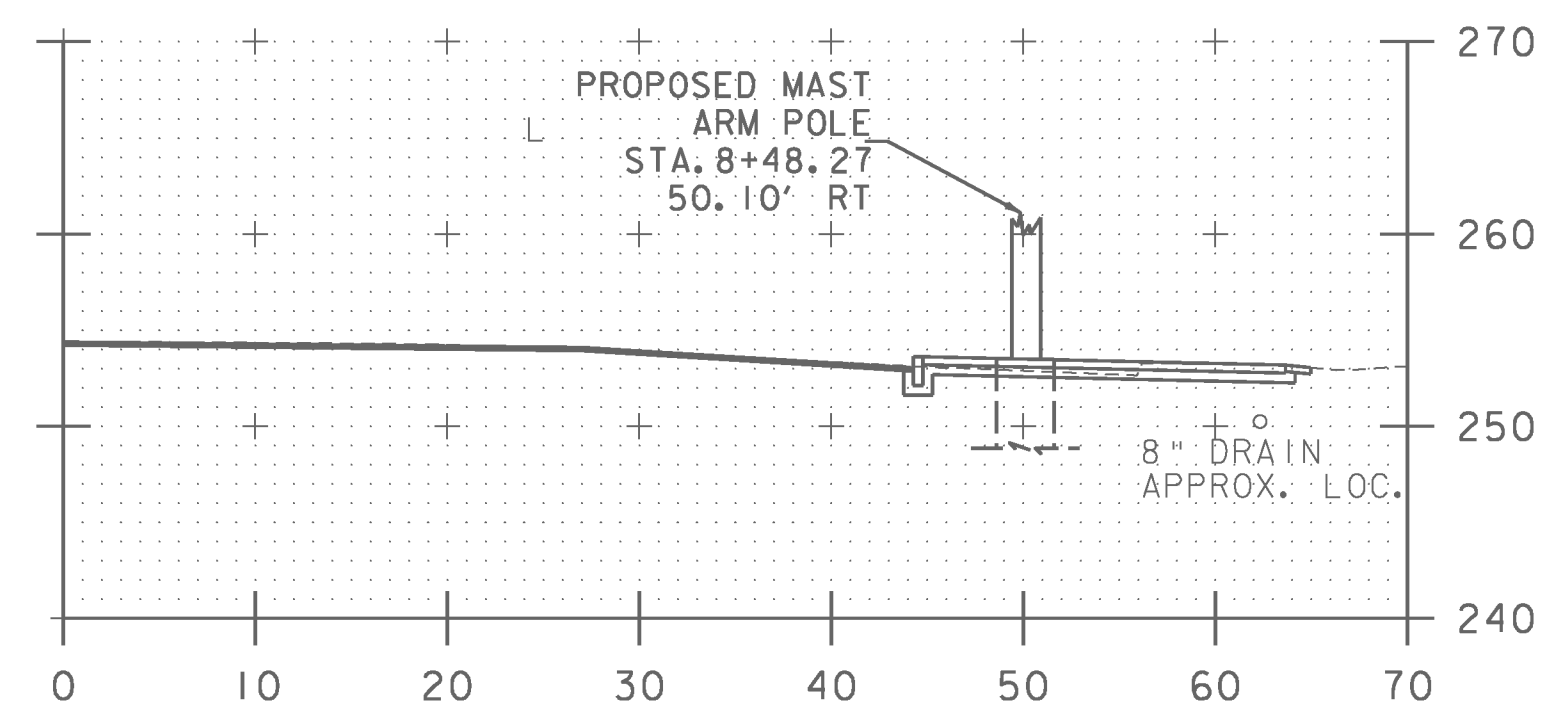
PHASE 3
 TRAFFIC MANAGEMENT PLAN (MAIN STREET AT ELLIOT STREET)



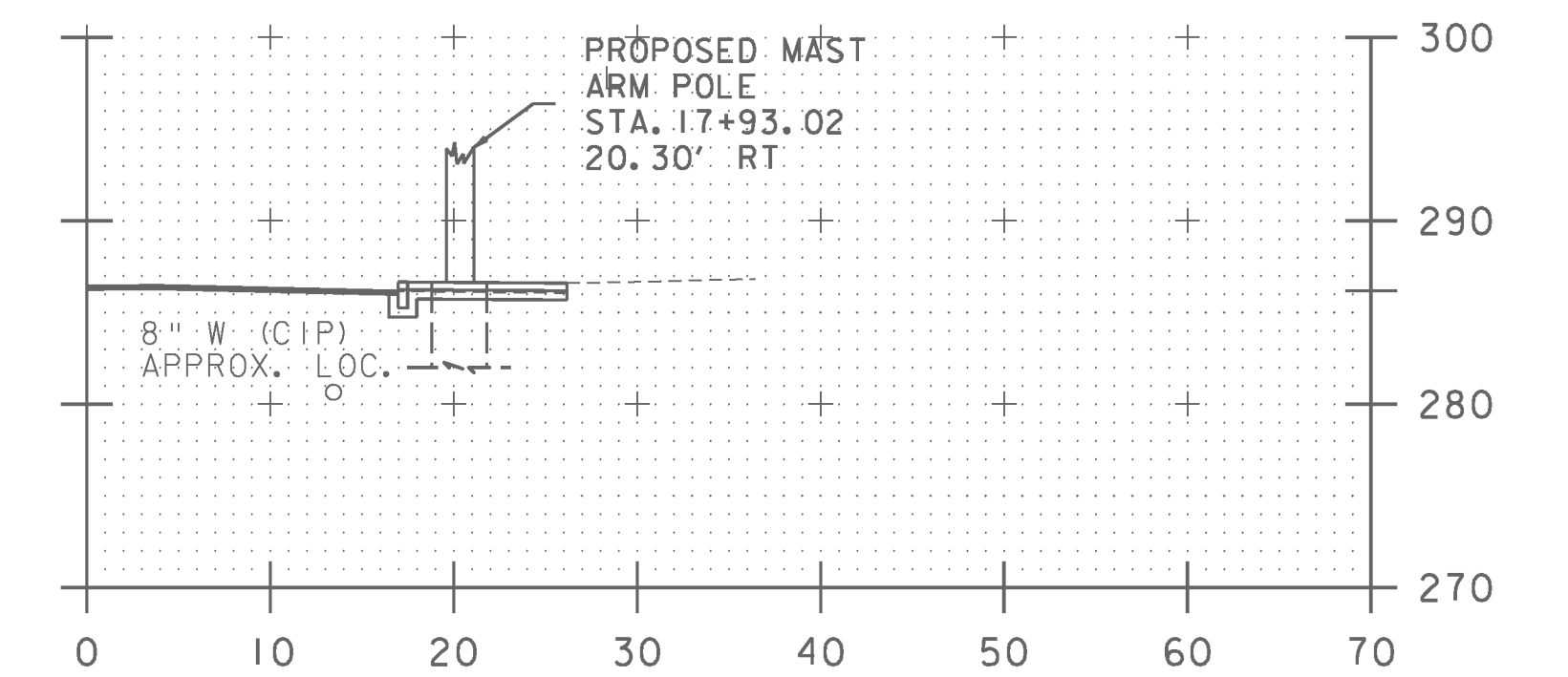
US 5 13+60.62-25.92' RT.
MAST ARM POLE MP3A



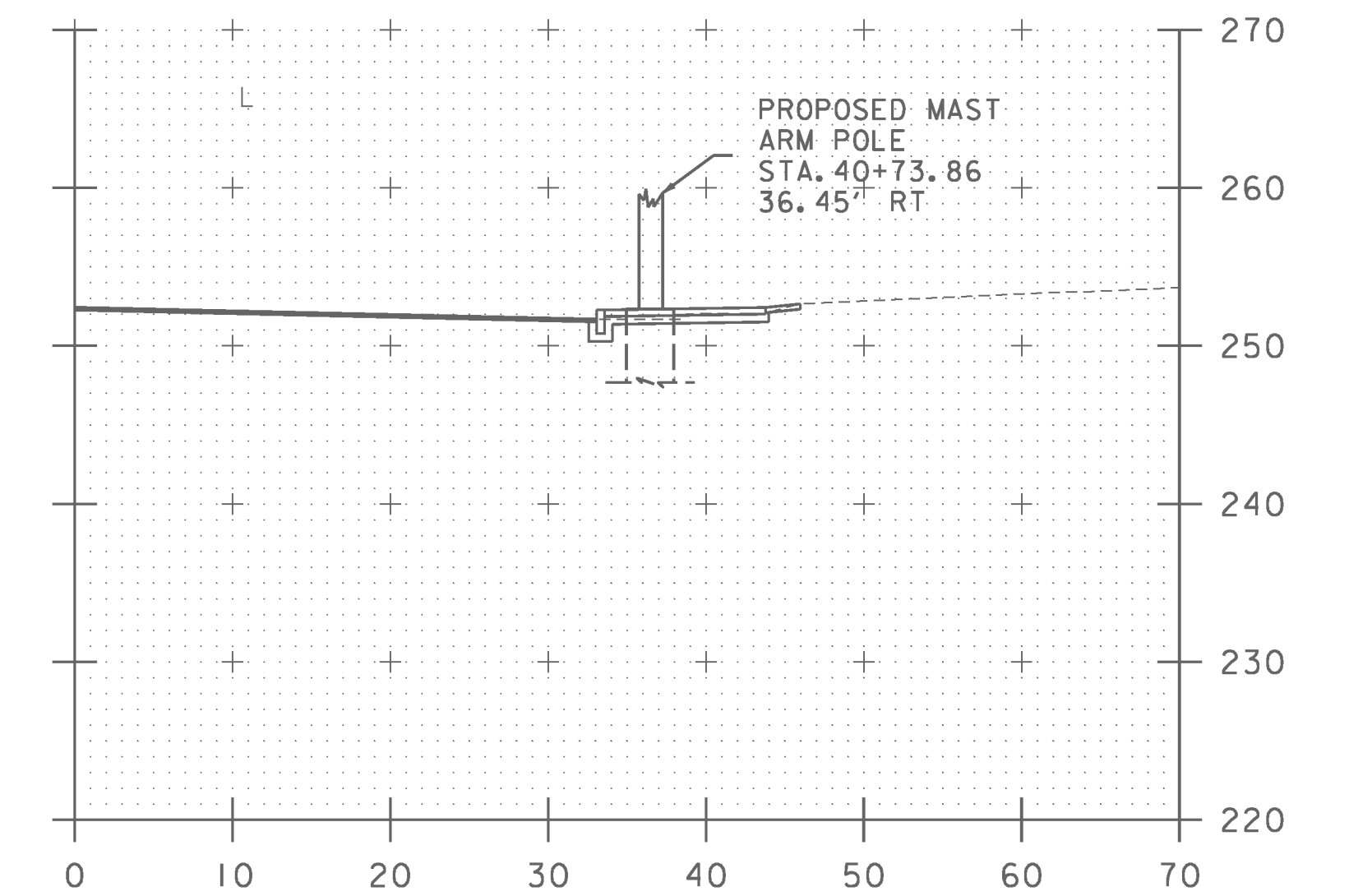
US 5 11+12.37-23.95' RT.
MAST ARM POLE MP2A



US 5 8+48.27-50.10' RT
MAST ARM POLE MP1A



US 5 17+93.02-20.30' RT.
MAST ARM POLE MP4A



VT 119 40+73.86-36.45' RT.
MAST ARM POLE MP1B

GENERAL NOTES:

- 1) THE DIAMETER OF MAST ARM FOUNDATIONS ARE SHOWN FOR GRAPHICAL REPRESENTATION ONLY. REFER TO BRATTLEBORO STP 2000(24) GEOTECHNICAL REPORT BY THE VERMONT AGENCY OF TRANSPORTATION'S SOILS AND FOUNDATIONS SECTION DATED DECEMBER 29, 2009 WHICH IS INCLUDED IN THE CONTRACT DOCUMENTS FOR THIS PROJECT.
- 2) STATION AND OFFSETS INDICATED ARE TO THE CENTER OF THE MAST ARM FOUNDATION.
- 3) THE LOCATIONS AND DEPTHS OF EXISTING GAS, SEWER, TELEPHONE AND WATER LINES SHOWN IN THE SECTIONS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY LOCATIONS.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044xsl.dgn	PLOT DATE: 3/17/2010
PROJECT LEADER: KEN UPMAL	DRAWN BY: A. ACHARYA
DESIGNED BY: V. KACOYANNAKIS	CHECKED BY: D. SPENCER
CROSS SECTIONS AT MAST ARMS	SHEET 163 OF 163